

ITF

mtg 58

From the Desk of  
YUKI KATO

Date

Transp.  $\phi$  365.76  
Food, Hotel — 634.25  

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\$1,000.00



INTERNATIONAL BROTHERHOOD OF TEAMSTERS • CHAUFFEURS • WAREHOUSEMEN AND HELPERS

1516 WEST 9TH ST., BECHM 101  
PHONE DUNKIRK 1-3571  
LOS ANGELES 15

*Freight*



*Drivers Union*

LOCAL  
208

November 3, 1958

ADMINISTRATIVE FILE

*ITF-Mailing*

X

X

Mr. Harold Gibbons, Executive Assistant  
to the General President  
International Brotherhood of Teamsters  
25 Louisiana Avenue, N. W.  
Washington 1, D. C.

Dear Sir and Brother:

Regarding your letter dated October 29, 1958 in reference to expenses I incurred at the I. T. F. meeting held in Amsterdam, I would like to report that it was impossible to keep a detailed statement of expenses for this trip because of the problem of foreign exchange which got me confused.

I can report to you that the cost of this trip to me personally was \$1700.00 over and above the \$1000.00 that I was allowed for expenses. I am sure that the expenditures that I incurred from July 20, 1958, when I left Los Angeles, California, to and including August 4, 1958 when I returned to Los Angeles far exceeded the \$1000.00 allowance. The \$1000.00 was used for the necessary travel expenses such as food, hotels, cab fare, tips, entertainment of I. T. F. Delegates and additional purchased transportation from London to Los Angeles on a different class flight which I paid for.

I find it very difficult to get an actual breakdown because the \$1000.00 was intermingled with my own funds. If this report is not sufficient, please advise and I will try to work something out based on the reports that I kept during the trip.

With kind personal regards, I remain

Fraternally yours,

LOCAL FREIGHT DRIVERS UNION, LOCAL 208

*John W. Filipoff*

John W. Filipoff  
Secretary-Treasurer

JWF:DR

2J7-meeting 7/23-81

October 29, 1958

C  
O  
P  
Y

Mr. John W. Filipoff  
Secretary-Treasurer  
Local Union No. 208  
1618 W. Ninth Street  
Los Angeles 15, Calif.

Dear Sir and Brother:

With reference to the ITF meeting held in Amsterdam, all delegates were authorized \$1,000.00 for expenses with specific instructions that each delegate was to submit a detailed statement of expenses upon his return.

I am now writing to remind you that we have not as yet received this report. Inasmuch as December 31st is the close of our fiscal year, we would appreciate your report in order that this matter may be cleared in our books before audit.

Faternally yours,

M. J. Gibbons  
Executive Assistant to  
the General President

HJC/yk/jc

ADMINISTRATIVE FILE

234- meeting 7/20-21/

October 29, 1938

C  
O  
P  
Y

Mr. Thomas E. Flynn  
Eighth Vice President  
100 Indiana Avenue, N.W.  
Washington 1, D. C.

Dear Sir and Brother:

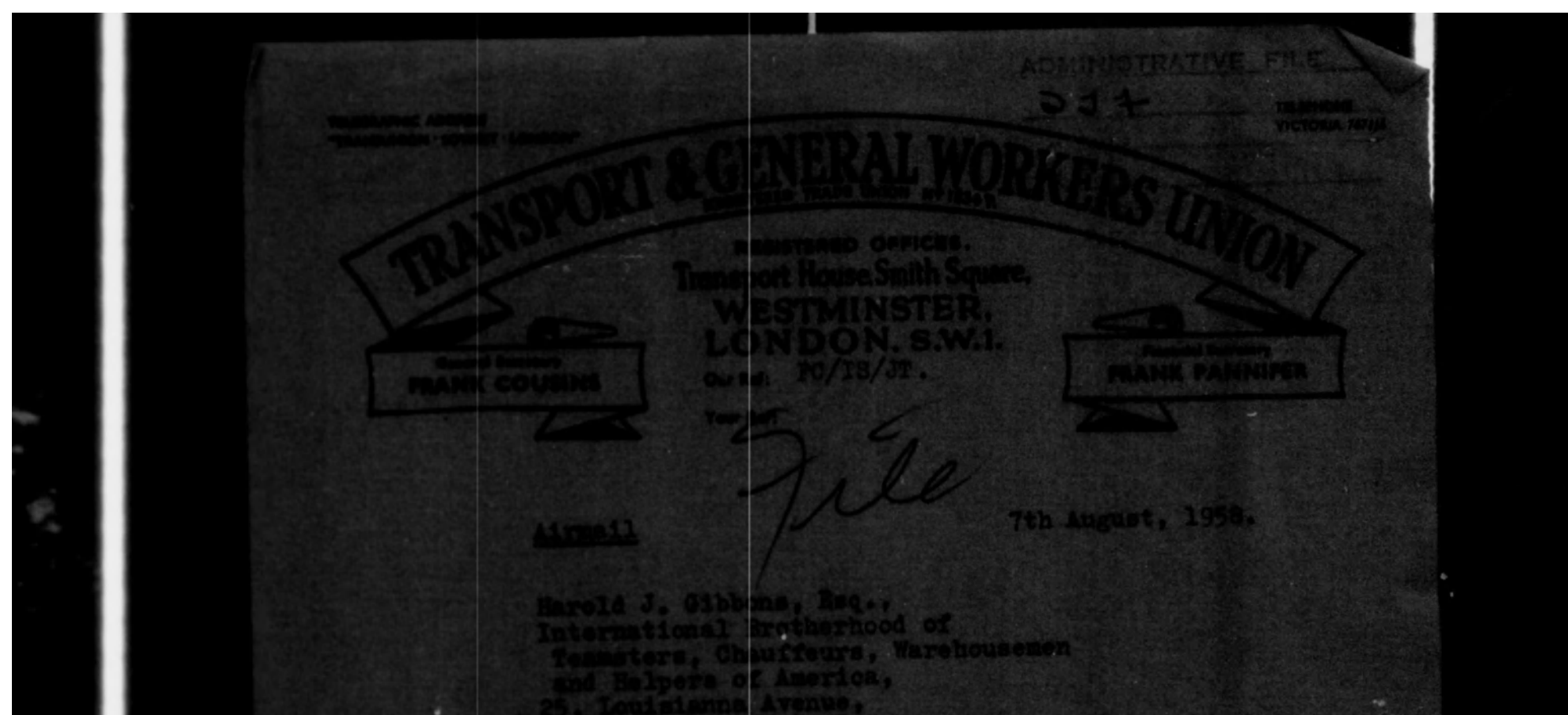
With reference to the ITV meeting held in Amsterdam, all delegates were authorized \$1,000.00 for expenses with specific instructions that each delegate was to submit a detailed statement of expenses upon his return.

I am now writing to remind you that we have not as yet received this report. Inasmuch as December 31st is the close of our fiscal year, we would appreciate your report in order that this matter may be cleared in our books before audit.

Fraternally yours,

H. J. Gibbons/  
Executive Assistant to the  
General President

HJC/yk



It was very nice to meet you at the International Transport Workers' Federation Conference in Amsterdam and to understand that we have many common views on problems affecting Road Transport Workers throughout the world. No doubt in the future we shall have further opportunities to meet and I shall look forward also to this.

Kind regards,

Yours sincerely,

*Frank Cousins*



ADMINISTRATIVE FILE  
577-meeting  
July 23 - August 1, 1958

International Transport Workers' Federation  
Twenty-Fifth Congress  
Amsterdam, 23 July to 1 August 1958.

PROVISIONAL DELEGATE LIST  
LISTE PROVISOIRE DES DELEGUES  
PROVISORISCHE DELEGIENTENLISTE  
PRELIMINÄR DELEGATFÖRTECKNING

Country and organization:

Delegates:

Advisers:

Argentina  
La Fraternidad

A. Vono

Austria  
Gewerkschaft der Eisenbahner

R. Freund  
L. Glinz  
J. Matsjcek  
E. Suchanek  
F. Stadlberger  
J. Schmalz  
E. Ulbrich  
W. Svetelsky  
L. Prosch

Gewerkschaft der Bediensteten im  
Handel, Transport und Verkehr

Australia  
Flight Stewards' Association

A. Archibald

Belgium  
Secteur cheminots de la Centrale  
Générale des Services Publics

G. Devaux  
G. Premer  
P. De Wachter  
P. D'Helt  
J. Gilis  
A. Poncellet

G. de Bunne

Secteur Aviation de la Centrale  
Générale des Services Publics  
Centrale Belge du Personnel des  
Tremways, Vicinaux et Autobus

M. Verpoorten

Belgische Transportarbeidersbond

J. Geldof  
P. Coche  
Ph. Martens  
R. Dekeyzer  
L. Major  
G. Hendrickx  
W. Cassiers  
A. Cooreman

L. Eggers  
A. De Meyer

Centrale des Métallurgistes de  
Belgique (Secteur Aviation)



Country and organization:

Brazil  
Confederação Nacional dos Trabalhadores em Transportes Terrestres

British Honduras  
British Honduras Development Trade Union

Canada  
Canadian Brotherhood of Railway Employees & Other Transport Workers  
Railway Labor Executives Association

Colombia  
Sindicato de Trabajadores Avianca

Cuba  
Federación Nacional de los Obreros del Transporte  
Federación Marítima Nacional  
Federación Nacional Hermandad Ferroviaria

Denmark  
Dansk Jernbane Forbund

Dansk Lokomotivmands Forening

Sjæmændenes Forbund i Danmark

Dansk Arbejdsmænds Forbund

Sjæfyrerernes Forbund i Danmark

Dansk Lokomotivmands Forbund

Estonia (Exile)  
Eesti Merekaitses Union

Delegates:

S. de A. Pequeno

T.H. Goutierez

E. Robson  
J.A. Pelletier  
F. Hall

E. Padilla

Facondo Pomar Soler

Sergio Pons Rivero  
Felipe Balbuena

P. Madsen  
H. Hansen  
N.A. Jensen  
E. Greve Petersen  
K.B. Knudsen  
Sv. From Andersen  
B. Petersen  
D. Christensen  
E. Borg  
E. Winther  
H.E. Rasmussen  
K. Hansen

N. Metslov

Advisers:

J. Caceref

J.C. Kristensen

Country and organization:

Finland

Finnska Järnvägsmanntätbundet

Finlands Lokmannatbundet

Finlands Siltranscharbetarettbundet

Finlands Sjömans-Union

France

Fédération Syndicaliste FO des  
Travailleurs, Cadres et Techniciens  
des Chemins de Fer de France et de  
L'Union Française

Fédération des Travaux Publics et des  
Transports F.O.

Germany

Gewerkschaft der Eisenbahner Deutsch-  
lands

Gewerkschaft Öffentliche Dienste  
Transport und Verkehr

Delegates:

C. Koski  
R. Tuori  
G.W. Widing  
E. Järvi  
S. Koutio  
O. Aarnio  
M. Wällkäri  
B. Johansson

P. Laurent  
R. Dextris  
A. Lafond

R. Lapoyre

H. Jahn  
Ph. Seibert  
F. Schreiber  
P. Fröh  
F. Berger  
J. Friedel  
H. Frieser  
H. Pohland  
Miss L. Raupp  
K. Weiss  
O. Herr  
W. Kugler  
H. Lohscheid  
O. Rommel  
G. Schiffer  
W. Burmester  
J. Quadflieg

A. Kummernuss  
H. Hildebrand  
O. George  
J. Steldinger  
W. Bruckmann  
M. Orb  
A. Dreeske  
A. Ohlenschläger  
A. Graf

Advisers:

M. Kotiranta

O. Keitele

J. Dö  
Y. Bourgois

X. Bruckschläger  
B. Kempf  
G. Kühn  
K. Mantel  
H. Tröndle  
H. Braun  
H. Voigt  
P. Distelhut  
F. Schneider  
K. Laun  
J. Mirsberger  
E. Amft  
G. Magnus  
H. Steinacker  
K. Roth  
W. Mikkelsen

F. Koch  
W. Nagel  
E. Seidel  
E. Hoffmann  
A. Buschkamp  
F. Thier  
G. Kugoth  
Dr. K. Kühne  
W. Edeler  
A. Nicolaisen  
.. Scheiermann

Country and organization:

Ghana

Government Transport Workers' Union  
(representing nine Ghana unions, not  
Ghana Motor Union)  
Ghana Motor Union

Great Britain

Transport Salaried Staffs' Association

Associated Society of Locomotive  
Engineers and Firemen

Merchant Navy and Airline Officers'  
Association

National Union of Railwaymen

Transport and General Workers' Union

National Union of Seamen

Union of Shop, Distributive and  
Allied Workers

Scottish Horse and Motormen's  
Association

Delegates:

Ch. Heymann

W.B. Otoo

R.J. Gunther  
W.J.P. Webber  
H. Moor  
R.W. Paterson

S. Auty  
S.R. Lunniss  
A. Hallworth

The Rt. Hon. The Lord Winster  
D.S. Tennant  
D. Carmichael

J.G.K. Gregory

S.F. Greene  
C.W. Evans  
J. Curry  
H.C. Hesketh

P. Cousins  
E.E. Fryer  
L. Forden  
J. Ferguson  
F.J. Howell  
F.G. Page  
C.W. Prescott  
J. Slade

T.H. Goff

T. Yates  
S. James  
J. Scott  
D. Macdonald  
W. McDaid  
S. Gibson  
W. Marshall

G.B. Hunter  
D. McGibbon  
A. Sutherland  
L. Wrigley  
J.V. Bailey

J. Brannigan  
W. Wilkie

Advisers:

Country and organization:

Delegates:

Advisers:

Greece

Fédération Panhellénique des Cheminots

St. Dimitracopoulos  
G. Dimitracopoulos  
C. Economopoulos  
C. Stathopoulos

A. Papasahariou

Federation of Loaders and Unloaders of  
Greece

M. Petroulis  
P. Calapothakis  
D. Benetatos

Pan-Hellenic Seamen's Federation

Grenada

Seamen and Waterfront Workers' Union

J. Knight

Iceland

Sailors' and Fishermen's Union

J. Sigurdsson

India

National Federation of Indian Rail-  
waymen

V.R.C. Chennuri

Maritime Union of India

J.D. Randori

Israel

Israel Seamen's Union  
National Union of Government Employees  
(Railwaymen's Section)

} Z. Barash

Italy

Federazione Gente del Mare

U. Romagnoli  
L. Mucci

Federazione Nazionale dei Lavoratori  
Portuali

A. Maffei  
P. Lanna

Sindacato Italiano Unitario Ferrovieri

E. Semenza

A. Binetti  
F. Tamagnini  
A. Stefani  
N. Caprioli  
F. Magnano  
E. Cerioni

Sindacato Autonomo Unificato Ferro-  
vieri Italiani

B. Costantini

Federazione Italiano Lavoratori Tras-  
porti e Ausiliari del Traffico

E. Leolini

Dr. G. Cadario



Country and organization:

Delegates:

Advisers:

Japan

All-Japan Seamen's Union  
Japan Travel Bureau Workers' Union  
National Railway Workers' Union

T. Nishimaki  
T. Sugino  
N. Suzuki

Kenya

East African Railway Asian Union  
Transport and Allied Workers' Union  
Railway African Union  
Dock Workers' Union

J.D. Akumu

Luxemburg

Fédération Nationale des Cheminots et  
des Travailleurs du Transport Luxem-  
bourgeois

A. Bousser  
J. Leurs

A. Hildgen

Mexico

.....

.....

Netherlands

Nederlandse Bond van Vervoerspersoneel

H.J. Kanne  
G.J.H. Alink  
H.W. Koppens  
J. de Later  
Th. Smeding  
R. Laan jr.

W.A. Kieboom  
A.W. Korbijn  
J. Scheffers  
W. Hulsker  
F. de Jong  
P. Mol  
Drs. P.W. Seton

Centrale van Zeevarenden ter Koop-  
vaardij en Visserij (C.K.V.)

P. de Vries  
C.W. van Prisl  
A. de Boon

D. Harms  
J.A. van Nugteren  
J. Buquet  
R. Boulogne  
D. Opmeer

Algemene Bond van Luchtvaartpersoneel

J.K. Post

J. de Graaff  
G. Bouma  
C.A. van Londen

Algemene Bond "Mercurius"

C.Z. de Vries

A. Wamsteeker  
J.H. ter Horst

New Zealand

Federated Cooks and Stewards' Union

J. Herlihy

| <u>Country and organization:</u>                                    | <u>Delegates:</u>  | <u>Advisers:</u> |
|---|--|------------------|
| <u>Nigeria</u>  |  |                  |
| Association of Locomotivedrivers                                    | M. Makinde   |                  |
| Nigerian Transport Staff Union                                      | M.A. Labinjo   |                  |
| <u>Norway</u>   |  |                  |
| Norsk Lokomotivmandsforbund   | M. Heggestad   |                  |
| Norsk Jernbaneforbund   | M. Trana<br>E. Edvardsen<br>E. Eneesen<br>I. Borg                    |                  |
| Norsk Sjømannsforbund   | G. Hauge<br>L. Østlie<br>H. Abrahamsen<br>R. Skjelbred<br>K. Knudsen | G. Hagelin       |
| Norsk Styremandsforening  | N. Nilsen  |                  |
| Norsk Transportarbeiderforbund                                      | K. Kjølksen<br>M.A. Bakke<br>A. Enger                                |                  |
| <u>Nyasaland</u>  |  |                  |
| Nyasaland Railway Asian Union                                       | } S.D. Nkolokosa   |                  |
| Nyasaland African Motor Transport Workers' Union                    |  |                  |
| Nyasaland Railway African Workers' Union                            |  |                  |
|   |  |                  |
| <u>Pakistan</u>   |  |                  |
| Pakistan Transport Workers' Federation                              | M.A. Khatib  |                  |
| <u>Philippines</u>  |  |                  |
| Philippines Transport Workers' Organisation                         | R. Oca<br>E. Sano  |                  |
| <u>Poland</u>   |  |                  |
| Association of Polish Merchant Navy Officers in London, Seamen inc. | T. Yates (proxy)   |                  |
| <u>Rhodesia</u>   |  |                  |
| Central African Road Services Workers' Trade Union                  | W.M. Chakulya  |                  |



| <u>Country and organization:</u>  | <u>Delegates:</u>   | <u>Advisers:</u>        |
|---|---|-------------------------|
| <u>Spain</u>  |   |                         |
| Sindicato Nacional Ferroviario<br>Federación Nacional del Transporte(UGT)                   | } L. Ríaza  |                         |
| <u>Sweden</u>   |   |                         |
| Svenska Sjöfolksförbundet   | J. S. Thore<br>A. Stridsberg<br>G. Carlsson   |                         |
| Svenska Järnvägsmanaförbundet   | O. Gunnarsson<br>E. Eklund<br>H. Kjellvard<br>B. Lind<br>I. Olsson<br>E. Starck<br>C. Löfgren |                         |
| Svenska Transportarbetareförbundet  | S. Klinga<br>R. Melander<br>N. Peterson<br>E. Larsson<br>S. Lundgren<br>N. Boudrie            |                         |
| Handeletjänstemannaförbundet  | H. Lindholm   |                         |
| Sveriges Partigeberörelse   | N. H. Åkesson   |                         |
| Svenska Stewards Föreningen   | S. Andersson  |                         |
| Svenska Maskinförbundet   | A. Ervast   |                         |
| <u>Switzerland</u>  |   |                         |
| Schweizerischer Eisenbahner Verband   | H. Düby<br>E. Haudenschild<br>T. Bühler<br>W. Hungertühler<br>B. Gössi<br>L. Joye             | J. Knöpfel<br>H. Rohner |
| Verband der Handels-, Transport- und<br>Lebensmittelarbeiter der Schweiz                    | E. Hofer<br>K. Rebsamen   |                         |
| <u>Tanganyika</u>   |   |                         |
| Railway African Union<br>Dockworkers' and Stevedores' Union<br>Transport and Allied Workers | } E. N. N. Kanyama  |                         |
| <u>Uganda</u>   |   |                         |
| Railway African Union   | H. M. Luande  |                         |

| <u>Country and organization:</u>  | <u>Delegates:</u>   | <u>Advisers:</u> |
|---|---|------------------|
| <u>USA</u>  |   |                  |
| Railway Labor Executives' Association   | A.E. Lyon<br>H.E. Gilbert<br>W.P. Kennedy<br>W.E. Petersen<br>R. Houke  |                  |
| American Radio Association  | W.R. Steinberg  |                  |
| Air Line Stewards & Stewardesses Association  | R.K. Quinn jr   |                  |
| Flight Engineers' International Association   | G.R. Petty  |                  |
| National Maritime Union of America  | J. Curran   |                  |
| International Association of Machinists   | R. Faupl  |                  |
| Transport Workers' Union of America   | J. Horst ✓  |                  |
| Seafarers' International Union of North America   | J. Hawk ✓<br><del>P. Hall</del><br>H. Banks ✓   |                  |
| International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America | <del>J.R. Hogg</del><br>J.T. O'Brian<br>T.E. Flynn<br>J. Morgan<br>J. Filipoff<br>E. Cheyfitz<br>H.J. Gibbons |                  |

let ITF {constitution  
Report

CANDIDATES FOR THE EXECUTIVE COMMITTEE

- X A. Bono. Argentina
- E. Borg, Denmark
- P. Cousins, Great Britain
- R. Dekeyzer, Belgium
- H. Düby, Switzerland
- X S.P. Greene, Great Britain
- G. Hauge, Norway
- H.J. Kanne, Netherlands
- X J. Knight, Grenada
- S. Klinga, Sweden
- P. Laurent, France
- A.E. Lyon, USA
- J. Matejcek, Austria
- Ph. Seibert, Germany

2,820,200  
 ne 6700  
 also 711066

153,300

1,188,600

364,700

3000  
 440500  
 61000

203

U.S. Voted

303000 - Jernum  
 5000 - 7th Eng  
 10500 - NMU  
 3000 - Steward  
 65000 - Transport

415,500

49,000 SIU

464,500

# INTERNATIONAL TRANSPORT WORKERS' FEDERATION PRESS REPORT



MARITIME HOUSE  
OLD TOWN  
CLAPHAM  
LONDON, S.W.4

PUBLISHED IN ENGLISH, FRENCH, SWEDISH AND GERMAN  
WHEN QUOTING PLEASE MENTION SOURCE (I.T.F.)

Amsterdam, 23rd July, 1958.

Special Congress Press Report

PROCEEDINGS OF THE 25TH BIENNIAL CONGRESS,  
AMSTERDAM, 23 July to 1 August

The 25th Biennial Congress of the ITF, which is being held at the Hotel Kraanapolsky, was opened at 10 a.m. this morning. The Congress is at present being attended by 200 delegates and 51 advisers, representing 88 affiliated unions from 42 countries. A further 24 delegates and 18 advisers are expected to attend. Affiliated membership represented is a little over 5,000,000.

The following is a summarized record of the Plenary Sessions which is being issued for the convenience of Congress delegates.

## MORNING SESSION

23rd July, 1958

Before the Proceedings were opened a short musical programme was given by the choir of the KLM. The President, Hans Jahn, then declared the Congress open and called upon the Netherlands Minister of Social Affairs, Mr. J.G. Suurhoff, to address the delegates.

Mr. J.G. Suurhoff said that it was an honour and a pleasure for the people and Government of the Netherlands to welcome the Congress to their country. He said that there had been very strong ties between the ITF and the Netherlands, whilst Dutchmen like Pimpen, Oudegeest, Nathans, and Oldenbroek had played an important part in the Federation. Mr. Suurhoff said that as a former trade unionist he remembered that in the inter-war period those working



In other fields had always looked with admiration and even a little envy on the ITF which, unlike other international trade union organizations, exerted a real influence on the conditions of employment of its members and penetrated into parts of the world where the general trade union movement was not represented. At that time Holland was proud to extend hospitality to the ITF and for many Dutch trade unionists it was a great disappointment that circumstances forced the Federation to move its headquarters. For that reason they were all the more delighted to welcome the ITF Congress now.

There were, however, other reasons. The Netherlands had always been a seafaring nation, owing her position in the world to trade, shipping and transport, whilst Dutch seafarers had been among the first to open up parts of the world previously unknown. Today the Netherlands still owed a considerable part of its prosperity to international transport and for that reason delegates could rest assured that they would find ready understanding of the problems with which their world organization was dealing.

Mr. Suurnhoff said that there was a remarkable similarity between the struggle of the trade unions and the experiences of the Dutch people in their struggle for existence. Both had learned that nothing could be achieved without sacrifice and solidarity and that a hard struggle was sometimes unavoidable when essential rights like freedom and independence were at stake. The same spirit which had inspired trade union pioneers when they started the seemingly hopeless struggle for the liberation of the working class had inspired the Dutch in their fight against both foreign oppression and the ever-encroaching sea. It was that same spirit which should inspire all of us in the present day struggle for democracy, for social justice and humanity.

The President thanked Mr. Suurnhoff and then called upon Mr. van Hall, the Lord Mayor of Amsterdam.

Mr. van Hall said that he considered the choice of Amsterdam as the venue of the present ITF Congress as especially appropriate because Amsterdam was an important centre of transport by sea, river, road, rail and air, which owed its position internationally to the development of goods traffic. Over the years the Amsterdam municipality had invested millions of guilders to ensure that its continually-developing transport system operated smoothly. That money had been well spent, for any city which did not take account of the significance of transport in present-day society would be doomed. In fact the Amsterdam City Council had shown this foresight three-and-a-half centuries ago, as could be seen by the many waterways in the city, which were formerly flanked by warehouses. It was therefore natural that Amsterdam should have a full appreciation of the organization which unites those employed in the industry. In welcoming all the ITF delegates of the ITF he expressed the belief that there was much to be seen here which could deepen their knowledge of the various aspects of road traffic and he hoped that many of them would take advantage of the opportunity.

The President then called upon C.M. van Wingerden of the Dutch Trade Union Federation.

Mr. van Wingerden said that it was a great honour for the Dutch TUC to welcome the ITF Congress. He did not need to remind delegates of the close link between Amsterdam and the ITF, for this Congress showed that the ITF had not forgotten Holland. It was because of their mutual interest in international problems that the Dutch TUC had such a great admiration for the work of the ITF. There had always been close ties between the activities of the ITS's and those of the national centres, but since the war these ties had become even more intimate because there were so many problems which could only be solved on an international and not a national basis. He said that, in addition, the effects of the struggle between the big powers were now being felt throughout the world. He felt in this connection that the trade union movement was the only hope of the little man striving for the right to live in freedom and peace. The ITF, for example, had not only always fully protected the interests of its own members but had also defended those of millions of people in the underdeveloped countries. Through its activities, and here he would like to make special mention of its work in the ILO, the ITF was a mainstay of the whole international trade union movement. He was convinced that this Congress would provide a further example of international solidarity and of the strength of the ITF.

The President then called upon Brother H.J. Kanne of the Netherlands Inland Transport Workers' Union.

Brother Kanne said that the Netherlands ITF-affiliated unions considered it a privilege to welcome the 25th Congress of their international organization on Dutch soil. He thought it was common knowledge that, from the very beginnings of the ITF, Dutch trade unionists had shown themselves to be strong supporters of international co-operation and solidarity. Previous speakers had already referred to the fact that the ITF Secretariat had been established in Amsterdam and that Dutch trade unionists like Edo Fimmen and J.H. Oldenbroek had played an important part in the conduct and development of ITF activities. In view of these ties he said that it was remarkable that this was only the second Congress of the ITF to be held in Holland for 54 years. However, what was even more remarkable was the difference between the 1904 Amsterdam Congress and that meeting today. In 1904 there had only been a handful of pioneers from a few West European countries discussing the possibility of mutual help and assistance, although they had hardly any real international significance at that time. Nevertheless, they had laid the basis for the present international transport workers' movement with its millions of members in all continents, who, without discrimination of race, position, colour or religion, were united in the desire to make the whole world a better place to live in. From its humble beginnings the ITF had grown into an organization whose activities - especially its Regional Activities - had kept pace with the growth and extension of its membership, an organization which plays an important role within the specialized world agencies created since the war. The ITF made its presence felt



not only when the social interests of the transport workers were directly under discussion, but also made its contribution to the solution of those economic problems which determined the living standards of its members. Such economic co-determination was of fundamental significance if culture, freedom and peace were to be given a proper chance.

Brother Kanne said that he did not want to take the time of the Congress for too long and he would therefore resist the temptation to speak about the manifold other important activities of our Federation. He thought that the few mentioned were sufficient to indicate the special significance of this Congress and proved what vital tasks and responsibilities the ITF had in the period before us. He said that, within the limits of their ability, the Dutch ITF affiliates were willing to give the ITF every assistance in achieving its aims. It was in this spirit that he welcomed Congress and wished delegates a very pleasant stay in Amsterdam.

The President then went on to deliver his

#### PRESIDENTIAL ADDRESS.

The President, Hans Jahn, began his address by welcoming the guests and delegates to Amsterdam in the name of the ITF's Executive Committee and General Council. That ancient and beautiful city had many international associations and especially with the ITF. The ITF had held only one Congress there previously, in 1904, and some might wonder why there had not been another until then. The answer was that Amsterdam had been much more to the ITF than a Congress venue: it had been the scene of the rebirth of the ITF after the First World War when a Conference in 1918 saw the ITF reconstituted. The secretariat had been established in Amsterdam with Edo Fimmen, whose premature death had been a grievous blow, as General Secretary, and had remained there until the outbreak of the Second World War necessitated its removal to London.

The Dutch transport workers' unions had always been a bulwark of the ITF. The collaboration between the Rotterdam dockers and the British seamen in the Rotterdam dock strike of 1896, the first practical demonstration of international trade union co-operation, had been one of the prime factors leading to the idea of a transport workers' international.

The Dutch unions had given the ITF a number of outstanding leaders: Edo Fimmen, the former General Secretary, whose name had been given to the ITF fund for assistance to less favoured unions; ~~Edo Fimmen~~, former Assistant General Secretary; and Arie Kievit, former member of the Management Committee. It was a particular pleasure to mention those still among them: Johan Brautigam, recently honoured by his home city of Rotterdam on the occasion of his eightieth birthday, whose ITF activities began in 1910; ITF veterans such as G. Jousstra, F.J.A. Lamaskroon and L. Veenstra; and J.H. Oldenbrek, former General Secretary of the ITF and now General Secretary of the ICFTU.

Thus it could be seen that the bonds between the ITP and Amsterdam were close.

The President then referred to those who had passed away in the previous two years: Cecil F. Alexander, William P. Allen; Christian Borgland; Jim Campbell; Elacido D'Mello; Willi Borchain; Ernst James Piggins; F. Franzen; Gilberte Gollath; Kunitaro Hamada; I. V. Haugen; Tom Hollywood; J.K.F. Jensen; Charles Lindley; Julius G. Lunsden; Harry Lundberg; Paul Perrin; Philippe Pyskiss; William Stett; Jerker Svensson; A. Vassilides; and others.

They had devoted their lives to the cause of the transport worker unsparingly and much of the ITP's success was due to their efforts. (The Congress stood in silent tribute to their late colleagues).

The President continued his address by welcoming the distinguished visitors: Mr. J.G. Suurhoff, Dutch Minister of Social Affairs and National Health; Dr. C. van Hall, Mayor of Amsterdam; Mr. B. Ram, Amsterdam councillor for labour affairs; Mr. W.L. de Vries, Dutch Director General of Shipping; Mr. W.H. Marsh, British labour attaché to Benelux; Mr. R. Murray of the Canadian Embassy; Mr. Sussing of the Federal German Embassy; Mr. R. Migdal of the Israeli Embassy; Mr. E. Bell of the ILO; and, as fraternal delegates, J.H. Oldenbroek of the IOPTU; C.W. van Wingerden of the Netherlands National Trade Union Centre (NVV); W. Spiekman, M. ter Borch, A.S. Buning and A. de Ruijter of International Trade Secretariats with headquarters in the Netherlands; J. Bartelski and Z.L. Zeyfert of the International Federation of Air Line Pilots' Associations; and P. Bialas of the International Centre of Free Trade Unionists in Exile.

He then welcomed the guests of honour, veteran workers for the ITP: Mrs. Lily Krier; J. Brantigam, K. Weigl, F. Landskroon, R. Loan, Snr., L. Veenstra, M. Leick, A. Staal, and A. Treurniet. R. Bratschi and J. Jarrigion had not been able to attend but had sent Congress their greetings. Bro. G. Joustra had unfortunately been involved in an accident and was in hospital, whilst A. Thaler had been prevented from attending by illness.

The President went on to point out that at the time of the first Amsterdam Congress, in 1904, the ITP membership was some 200,000 from about a dozen countries, mostly European. Today it was nearly six millions from 200 unions in over 60 countries, the total union membership, as distinct from affiliated membership, being seven millions. Since the last Congress there had been some 60 new affiliations from some 20 countries, the majority from Africa, Latin America and Asia. This was a welcome sign of the effect of the ITP's efforts in economically underdeveloped areas and of the work of the regional organization.

The importance attached to this had been marked by the appointment in June, 1957, of a Director of Regional Affairs to co-ordinate and plan regional activities and by the establishment of a standing sub-committee for regional affairs. Furthermore the

Executive Committee had been enlarged to include regional members from Africa, Asia and Latin America and plans were well advanced for an African Regional Office. Numerous missions had been undertaken, notably to Latin America, Africa (by the General Secretary), Singapore, India and Japan, the last two by the Director of Regional Affairs in conjunction with the ICFTU. These activities represented a heavy financial burden and the President thanked those unions whose contributions made them possible.

They also made demand on the officials and the General Secretary, Omer Bezu, had for this reason given up his office as President of the ICFTU, a decision for which the President expressed Congress's appreciation.

Turning to the events in Hungary, the President said that the Hungarian people had been thwarted in their valiant bid for freedom by the Red Army. The recent execution of Imre Nagy and Pal Maleter had followed a gross betrayal. The ITP had not been deceived by false hopes entertained by many after the revolt, for it well knew the tyrannical forces which had crushed it. The ITP would continue to fight for freedom, inspired by the gallant stand of the Hungarian workers. Meanwhile, the fight went on elsewhere too, for example in Spain.

In the social and economic field the President referred to a convention adopted by nine European countries providing for mutual social security coverage for transport workers in international traffic and to an eight-country agreement on refugee seamen. Of the creation of the European Economic Community he said that this set the stage for international integration and co-ordination of transport as had long been advocated by the ITP. Another long-standing objective of the ITP had been reached with the setting up of the Inter-Governmental Maritime Consultative Organization and the United Nations Conference on the Law of the Sea had produced some satisfactory results.

This latter conference and the Maritime Session of the International Labour Conference had enabled the ITP to focus attention on the problem of flags of convenience and measures adopted at these conferences represented an advance in the struggle against spurious registration, a struggle which would continue with unabated vigour.

The ITP had acted successfully within international bodies whose decisions could benefit transport workers and had intervened successfully in disputes affecting its members. It had, however, also looked ahead to future problems and these the Congress would consider, at the same time reviewing the ITP's activities in the previous two years.

Here the President mentioned his announcement at the last Congress that the then acting President of the Conference of European Ministers of Transport had asked him on behalf of the ITP to meet the Conference to put the ITP's views. This had been done with successful results.

He did not intend to anticipate the work of the Congress but would content himself with saying that the ITP had achieved much in



the past two years, steadfastly following the path chosen at the international's foundation. In particular working hours had been reduced for transport workers in several countries and overall the period had been one of steady progress, details of which could be found in the Report on Activities.

Naturally, developments had not always been as they would have wished, and they could not ignore the strength of the opposition but in general he believed that the climate for international labour was more favourable than hitherto. In this connection he hoped that the recent trade recession would not deepen for that would hamper the international's work.

Such a setback would not discourage them, however. In the sixty years and more of its life the ITF had experienced great successes and had faced severe crises. Two world wars had interrupted but not ended its fight and its story proved stirringly the strength of international solidarity.

The knowledge that millions of transport workers throughout the world were with them in their battle inspired their work and enabled them to look to the future with confidence. It was with this thought that he wished the 25th Congress success.

The Congress was then adjourned until 2.30 p.m.

REPORT  
of the  
Committee on affiliation fees

Committee appointed by Congress to consider the proposal on fees was composed of the following members:

T. Yates, Great Britain  
I. J. Gibbons, USA  
O. Gunnarsson, Sweden  
A. S. Lyon, USA  
S. Padilla, Colombia  
P. Schneider, Germany  
W. J. Webber, Great Britain

The Committee met on 26th July when Mr. Yates was appointed to the chair and Mr. Webber as rapporteur. A further meeting took place on 28th July when the matter was fully considered.

The Committee came to the unanimous conclusion to recommend that the proposal

"that the present method of assessing affiliation fees to the I.T.U. on the basis of a sliding scale should be discontinued and substituted by a contribution at a flat rate of 5d. per affiliated member"

be adopted by Congress.

In order that the effects of the proposal may be clearly assessed, the Committee decided to attach to its report a table indicating, on the basis of 1957 membership figures:

- (1) Affiliation fees actually paid in 1957;
- (2) Contributions to the Edo Pinner Free Trade Union Fund payable at the rate of £3 per thousand members;
- (3) Contributions actually paid;
- (4) Total of actual payments (Col. (1) and (3));
- (5) Affiliation fees at a flat rate of 5d. per member.

In considering the financial position of the ITP the Committee noted that the year 1956 closed with a substantial deficit but that, after the increase in affiliation fees by 15 % decided by the Vienna Congress, the financial year 1957 ended with an excess of income over expenditure of about £4,000.

However, the Committee recognised that there is a great need for an expansion of the regional work of the ITP in all parts of the world which <sup>would</sup> inevitably result in an increase of expenditure. Indeed, although the ITP can count on an increasing number of new affiliations, the majority of these are bound to come from small and financially weak organisations who will have to be granted concessionary rates and will, therefore, not materially add to the income of the ITP.

The Committee felt that it would be a mistake to close the 140 Firms Free Trade Union Fund, but that in future it should be financed:

- a) by the allocation of monies from the ITP General Fund in such a proportion as may be decided by the Executive Committee;
- b) by voluntary contributions which affiliated organisations may wish to make over and above the normal rate of affiliation fees.

The Committee is satisfied that the adoption of the proposal would mean a considerable advantage, for the ITP would then have an assured income - apart from voluntary contributions - enabling it to plan its future activities.

The Committee decided to request the Executive Committee to



- 3 -

the position of those organizations who at present pay  
at concessionary rates and it expressed the view that future  
concessions should be made at a percentage of the normal rate  
rather than in the form of token payments.

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Mr H.J. Gibbons

MEMBERS:

H.J. Gibbons USA  
O. Gunnarsson, Sweden  
A.E. Lyon, USA  
E. Padilla, Colombia  
P. Schreiber, Germany  
W.J.P. Webber, Gr. Britain  
Y. Yates, Gr. Britain.

STUDY COMMITTEE ON PROPOSAL OF AFFILIATION FEES

Text of proposal:

Affiliation fees

The Congress decides that the present method of assessing affiliation fees to the I.T.F. on the basis of a sliding scale should be discontinued and substituted by a contribution at a flat rate of 5d. per affiliated member.

For assessment of the effects which adoption of the proposal would have, a document is attached setting out, on the basis of 1957 membership figures:

- (1) Affiliation fees actually paid in 1957;
- (2) Contributions to the Edo Plassen Free Trade Union Fund payable at the rate of £3 per thousand members;
- (3) Contributions actually paid;
- (4) Total of actual payments (Col. (1) and (3));
- (5) Affiliation fees at a flat rate of 5d. per member.

It may be of some interest to mention that, among the ~~text~~ the I.T.F., the I.T.F. is alone in calculating affiliation fees on the basis of a sliding scale.

With regard to the financial position of the I.T.F. it is known that the year 1956 closed with a substantial deficit. After the 15% increase in affiliation fees, decided in 1956 there was, as can be seen from the Financial Report, an excess of income over expenditure of some £4,000. There is, however, reason to suppose that such a favorable position will not last. It is true that applications for affiliation are continuing to reach the I.T.F., at an increasing pace but the great majority of these cannot but come from financially weak organizations who have to be granted concessionary rates and do not add to our income. Moreover, with the expansion of our regional work in all parts of the world and the ever more prominent place occupied by such work in the field of international trade union activities, general costs of all kinds are bound to go up.

An increase of the present sliding scale can hardly be suggested. It would mean too heavy a burden on the smaller organizations, especially those with membership of up to 50,000 who pay for their entire membership at the standard rate while, since 1948, larger organizations have benefited from the sliding scale by paying at a decreasing rate for all memberships over 50,000. It should be noted that, among I.T.F. affiliated organizations, those with memberships of up to 50,000 and between 50,000 and 100,000 represent a large majority.

As was stated by the mover of the proposal, it would be the intention, if the new rate is introduced, to close the Edo Fimaaen Excess Trade Union Fund. Affiliation fees would then be used for

all purposes, including regional activities. Adoption of the new rate would obviously mean a considerable advantage to the I.F.O. for it would no longer be dependent upon voluntary donations - however generous the spirit that prompted them - and the Secretariat would be able to plan future activities on the basis of a stable budget.

The case of organizations, who pay at present at concessionary rates, should be specially examined. Whenever possible such fees should be established at a percentage of the normal rate. For the organizations already paying on a percentage basis (e.g. the Japanese Unions) the Executive Committee would have to reconsider the amount of the percentage.

Footnotes to Table

- (a) Actual payments made to the Joe P. Rosen Fund Trade Union Fund, column (1), include in some cases contributions made in response to a special appeal, decided upon by the Executive Committee in 1957.
- (b) Special contributions made by the P. L. R. A., amounting in 1957 to \$7,314, are included in the figure above in column (3).
- (c) Affiliated organizations paying fees at concessionary rates do not appear in the table. The total amount paid by these unions in 1957 amounted to \$2,566.



|                              | Member-<br>ship<br>(1957) | Fees<br>actually<br>paid in<br>1957 | EFFTUF<br>contrib-<br>ution<br>payable | EFFTUF<br>contrib-<br>ution<br>actually<br>paid | Total<br>actual<br>payments<br>(1) & (3)<br>together | Fees at<br>5d. per<br>member |
|------------------------------|---------------------------|-------------------------------------|--|---|--|------------------------------|
|                              |                           | (1)                                 | (2)                                    | (3)   | (4)  | (5)                          |
| <u>AUSTRIA</u>               |                           | £                                   | £                                      | £   | £  | £                            |
| Railwaymen                   | 70,000                    | 1,217                               | 210                                    | 210   | 1,427  | 1,457                        |
| Transport<br>Workers         | 21,000                    | 373                                 | 63                                     | 63  | 436  | 437                          |
| <u>BELGIUM</u>               |                           |                                     |  |   |  |                              |
| Civ. Av.<br>Personnel        | 500                       | 9                                   | 2                                      | -   | 9  | 10                           |
| do. Workshop<br>Personnel    | 1,000                     | 9 (1 yr)                            | 2                                      | -   | 9  | 21                           |
| Railwaymen                   | 31,900                    | 566                                 | 96                                     | 96  | 662  | 665                          |
| Tramwaymen                   | 11,000                    | 195                                 | 33                                     | 33  | 228  | 229                          |
| Transport<br>Workers         | 23,429                    | 416                                 | 69                                     | 69  | 485  | 488                          |
| <u>BRITISH GUIANA</u>        |                           |                                     |  |   |  |                              |
| Seafarers                    | 213                       | 4                                   | -                                      | -   | 4  | 4                            |
| <u>BRITISH HONDURAS</u>      |                           |                                     |  |   |  |                              |
| Development<br>Trade Union   | 315                       | 6                                   | 1                                      | -   | 6  | 7                            |
| <u>CANADA</u>                |                           |                                     |  |   |  |                              |
| Air-line<br>Dispatchers      | 79                        | 1                                   | -                                      | -   | 1  | 2                            |
| Railway<br>Employees         | 34,436                    | 611                                 | 103                                    | -   | 611  | 717                          |
| <u>DENMARK</u>               |                           |                                     |  |   |  |                              |
| Locomotivemen                | 2,200                     | 39                                  | 7                                      | 7   | 46   | 46                           |
| do. (Priv.<br>Railways)      | 281                       | 5                                   | -                                      | 3   | 8  | 6                            |
| Railwaymen                   | 10,346                    | 184                                 | 31                                     | 56  | 240  | 216                          |
| Gal. Staff<br>(Pr. Railways) | 850                       | 15                                  | 2                                      | 3   | 18   | 18                           |
| Seamen                       | 5,211                     | 92                                  | 15                                     | 15  | 107  | 108                          |
| Ship's Firemen               | 1,775                     | 32                                  | 5                                      | 6   | 38   | 37                           |
| Stewards                     | 1,000                     | 18                                  | 3                                      | -   | 18   | 21                           |
| Transport<br>Workers         | 40,000                    | 710                                 | 120                                    | 120   | 830  | 833                          |
| <u>ESTONIA</u>               |                           |                                     |  |   |  |                              |
| Seamen                       | 1,360                     | 24                                  | 4                                      | 10  | 34   | 29                           |
| <u>FINLAND</u>               |                           |                                     |  |   |  |                              |
| Locomotivemen                | 4,655                     | 83                                  | 14                                     | 15  | 98   | 97                           |
| Motor Drivers                | 6,600                     | 117                                 | 19                                     | 21  | 138  | 138                          |
| Railwaymen                   | 16,200                    | 287                                 | 48                                     | 48  | 335  | 337                          |
| Seamen                       | 7,049                     | 125                                 | 21                                     | 21  | 146  | 147                          |
| Ship's Engineers             | 1,250                     | 22                                  | 4                                      | 5   | 27   | 26                           |
| To carry forward             |                           | 5,160                               | 872                                    | 801   | 5,961  | 6,096                        |

|                                  | Member-<br>ship<br>(1957) | Fees<br>actually<br>paid in<br>1957 | EFPTUF<br>contrib-<br>ution<br>payable | EFPTUF<br>contrib-<br>ution<br>actually<br>paid | Total<br>actual<br>payments<br>(1) & (3)<br>together | Fee at<br>5d. per<br>member |
|----------------------------------|---------------------------|-------------------------------------|--|---|--|-----------------------------|
|                                  |                           | (1)<br>£                            | (2)<br>£                               | (3)<br>£  | (4)<br>£   | (5)<br>£                    |
| brought forward                  |                           | 28,128                              | 5,456                                  | 6,120   | 34,248   | 37,956                      |
| <u>NETHERLANDS</u>               |                           |                                     |  |   |  |                             |
| Civ. Av. Ground<br>Staff         | 1,250                     | 23                                  | 3                                      | 3   | 26   | 26                          |
| Motor Drivers                    | 1,775                     | 31                                  | 5                                      | 5   | 36   | 37                          |
| Seafarers                        | 14,599                    | 256                                 | 43                                     | 43  | 299  | 304                         |
| Transportation<br>Staffs         | 42,403                    | 753                                 | 127                                    | 227   | 980  | 883                         |
| <u>NEW ZEALAND</u>               |                           |                                     |  |   |  |                             |
| Cooks &<br>Stewards              | 997                       | 17                                  | 3                                      | 3   | 20   | 20                          |
| N. Island W.<br>Workers          | 4,212                     | 75                                  | 13                                     | -   | 75   | 87                          |
| <u>NIGERIA</u>                   |                           |                                     |  |   |  |                             |
| Rlwy. Technical<br>Staff         | 1,000                     | 18                                  | -                                      | -   | 18   | 21                          |
| <u>NORWAY</u>                    |                           |                                     |  |   |  |                             |
| Civ. Av. Work-<br>shop personnel | 550                       | 10                                  | 1                                      | -   | 10   | 12                          |
| Engineer<br>Officers             | 4,000                     | 71                                  | 12                                     | 12  | 83   | 83                          |
| Locomotivemen                    | 2,315                     | 42                                  | 7                                      | 15  | 57   | 48                          |
| Mates                            | 4,603                     | 81                                  | 13                                     | 15  | 96   | 96                          |
| Railwaymen                       | 33,259                    | 396                                 | 66                                     | 90  | 486  | 465                         |
| Seamen                           | 36,000                    | 639                                 | 108                                    | 258   | 897  | 750                         |
| Transport<br>Workers             | 23,177                    | 411                                 | 69                                     | 170   | 581  | 483                         |
| <u>PAKISTAN</u>                  |                           |                                     |  |   |  |                             |
| Maritime Union                   | 150                       | 3                                   | -                                      | -   | 3  | 3                           |
| <u>POLAND</u>                    |                           |                                     |  |   |  |                             |
| Officers                         | 460                       | 8                                   | 1                                      | -   | 8  | 9                           |
| <u>RHODESIA</u>                  |                           |                                     |  |   |  |                             |
| Railway Workers                  | 4,899                     | 87                                  | 14                                     | -   | 87   | 102                         |
| <u>SOUTH AFRICA</u>              |                           |                                     |  |   |  |                             |
| Transport<br>Workers             | 3,000                     | 53                                  | 9                                      | -   | 53   | 63                          |
| <u>SWEDEN</u>                    |                           |                                     |  |   |  |                             |
| Engineer<br>Officers             | 2,639                     | 47                                  | 8                                      | -   | 47   | 55                          |
| Deck Officers                    | 3,250                     | 29 (yr)                             | 5                                      | -   | 29   | 68                          |
| Railwaymen                       | 63,892                    | 1,119                               | 191                                    | 309   | 1,428  | 1,331                       |
| Trans. Sal.<br>Staff             | 3,080                     | 53                                  | 9                                      | 15  | 68   | 65                          |
| Seamen                           | 19,892                    | 353                                 | 59                                     | 157   | 510  | 414                         |
| Transport<br>Workers             | 44,000                    | 778                                 | 132                                    | 241   | 1,019  | 917                         |
| To carry forward                 |                           | 33,481                              | 6,354                                  | 7,683   | 41,164   | 44,298                      |



|                                | Member-<br>ship<br>(1957) | Fees<br>actually<br>paid in<br>1957 | EFPTUF<br>contrib-<br>ution<br>payable | EFPTUF<br>contrib-<br>ution<br>actually<br>paid | Total<br>actual<br>payments<br>(1) & (3)<br>together | Fee at<br>5d. per<br>member |
|--------------------------------|---------------------------|-------------------------------------|--|---|--|-----------------------------|
|                                |                           | (1)<br>£                            | (2)<br>£                               | (3)<br>£  | (4)<br>£   | (5)<br>£                    |
| brought forward                |                           | 33,481                              | 6,354                                  | 7,683   | 41,164   | 44,298                      |
| <u>SWITZERLAND</u>             |                           |                                     |  |   |  |                             |
| Public Services                | 1,045                     | 19                                  | 3                                      | 3   | 22   | 22                          |
| Railwaymen                     | 44,763                    | 798                                 | 134                                    | 215   | 1,013  | 933                         |
| Transport<br>Workers           | 10,436                    | 185                                 | 31                                     | -   | 185  | 217                         |
| <u>TRINIDAD</u>                |                           |                                     |  |   |  |                             |
| Seamen and W'<br>front Workers | 2,736                     | 49                                  | -                                      | -   | 49   | 57                          |
| <u>UNITED STATES</u>           |                           |                                     |  |   |  |                             |
| Air Line<br>Pilots             | 10,473                    | 186                                 | 31                                     | -   | 186  | 218                         |
| Airline St. &<br>Stewesses     | 3,000                     | 27( $\frac{1}{2}$ yr)               | 4                                      | -   | 27   | 62                          |
| Amer. Radio<br>Ass'n.          | 1,600                     | 28                                  | 5                                      | 5   | 33   | 33                          |
| Light<br>Engineers             | 3,000                     | 76                                  | 9                                      | 18  | 94   | 62                          |
| Machinists                     | 27,515                    | 488                                 | 82                                     | -   | 488  | 573                         |
| Masters, Mates<br>& Pilots     | 10,000                    | 177                                 | 30                                     | -   | 177  | 208                         |
| Nat. Maritime<br>Union         | 40,500                    | 719                                 | 121                                    | 71  | 790  | 844                         |
| Radio Officers                 | 950                       | 17                                  | 3                                      | -   | 17   | 20                          |
| R.L.S.A.                       | 1,146,500                 | 8,711                               | 3,440                                  | 11,452  | 20,163   | 23,877                      |
| S.I.U.                         | 61,000                    | 1,173                               | 183                                    | 184   | 1,357  | 1,270                       |
| Teamsters                      | 500,000                   | 6,062                               | 1,500                                  | -   | 6,062  | 10,417                      |
| Transport<br>Workers           | 75,000                    | 1,300                               | 225                                    | 179   | 1,479  | 1,563                       |
| Totals                         |                           | <u>£53,496</u>                      | <u>£12,155</u>                         | <u>£19,810</u>                                  | <u>£73,306</u>                                       | <u>£84,674</u>              |

1060

|                          | Member-<br>ship<br>(1957) | Fees<br>actually<br>paid in<br>1957 | EFPTUP<br>contrib-<br>ution<br>payable | EFPTUP<br>contrib-<br>ution<br>actually<br>paid | Total<br>actual<br>payments<br>(1) & (3)<br>together | Fee at<br>5d. per<br>member |
|--------------------------|---------------------------|-------------------------------------|--|---|--|-----------------------------|
|                          |                           | (1)                                 | (2)                                    | (3)   | (4)  | (5)                         |
| brought forward          |                           | £ 5,160                             | £ 872                                  | £ 861   | £ 5,961  | £ 6,096                     |
| <u>FRANCE</u>            |                           |                                     |  |   |  |                             |
| Civ. Av. Personnel       | 700                       | 12                                  | 3                                      | -   | 12   | 15                          |
| Railwaymen               | 31,000                    | 550                                 | 93                                     | -   | 550  | 645                         |
| Road Transport Workers   | 5,500                     | 98                                  | 16                                     | -   | 98   | 115                         |
| Transport & Public Works | 8,700                     | 154                                 | 26                                     | -   | 154  | 181                         |
| <u>GERMANY</u>           |                           |                                     |  |   |  |                             |
| Railwaymen               | 435,000                   | 5,621                               | 1,305                                  | 2,155   | 7,776  | 9,063                       |
| Transport Workers        | 108,466                   | 1,842                               | 325                                    | 323   | 2,165  | 2,260                       |
| <u>GREAT BRITAIN</u>     |                           |                                     |  |   |  |                             |
| Coal Trimmers            | 251                       | 5                                   | -                                      | -   | 5  | 5                           |
| Loco. Eng. & Firemen     | 73,000                    | 1,267                               | 219                                    | 219   | 1,486  | 1,521                       |
| M.N.A.L.O.               | 14,500                    | 257                                 | 43                                     | 44  | 301  | 302                         |
| Radio Officers           | 3,853                     | 68                                  | 11                                     | 9   | 77   | 80                          |
| Railwaymen (N.U.R.)      | 346,000                   | 4,859                               | 1,038                                  | 692   | 5,551  | 7,208                       |
| Sc. Hse. & Motormen      | 15,000                    | 266                                 | 45                                     | 45  | 311  | 312                         |
| Seamen                   | 60,000                    | 1,053                               | 180                                    | 530   | 1,583  | 1,250                       |
| U.S.D.A.W.               | 40,000                    | 710                                 | 120                                    | -   | 710  | 833                         |
| T.G.W.U.                 | 250,000                   | 3,812                               | 750                                    | 1,000   | 4,812  | 5,208                       |
| T.S.S.A.                 | 85,944                    | 1,481                               | 258                                    | 258   | 1,739  | 1,790                       |
| <u>GREECE</u>            |                           |                                     |  |   |  |                             |
| Railwaymen               | 10,500                    | 186                                 | 31                                     | -   | 186  | 219                         |
| Seamen                   | 20,500                    | 364                                 | 61                                     | -   | 364  | 427                         |
| <u>ICELAND</u>           |                           |                                     |  |   |  |                             |
| Seamen & Fishermen       | 1,653                     | 29                                  | 5                                      | 5   | 34   | 34                          |
| <u>INDIA</u>             |                           |                                     |  |   |  |                             |
| Maritime Union           | 1,208                     | 22                                  | 3                                      | 3   | 25   | 25                          |
| <u>IRISH REPUBLIC</u>    |                           |                                     |  |   |  |                             |
| Pilots & Marine Officers | 250                       | 2(½ yr)                             | -                                      | -   | 2  | 5                           |
| Seamen & Dockers         | 2,250                     | 40                                  | 7                                      | -   | 40   | 47                          |
| Transport Workers        | 5,000                     | 89                                  | 15                                     | -   | 89   | 104                         |
| <u>ISRAEL</u>            |                           |                                     |  |   |  |                             |
| Railwaymen               | 1,650                     | 29                                  | 5                                      | -   | 29   | 34                          |
| Seamen                   | 1,993                     | 36                                  | 6                                      | -   | 36   | 41                          |
| <u>LUXEMBOURG</u>        |                           |                                     |  |   |  |                             |
| Railwaymen               | 6,525                     | 116                                 | 19                                     | 36  | 152  | 136                         |
| To carry forward         |                           | 28,128                              | 5,456                                  | 6,120   | 34,248   | 37,956                      |



International Transport Workers' Federation  
Twenty-Fifth Congress  
Amsterdam, 23 July to 1 August 1953

PRESIDENTIAL ADDRESS

Honoured guests!

Delegates and friends!

It is a great pleasure for me to welcome you all, in the name of the Executive Committee and General Council of the International Transport Workers' Federation, to this ancient and beautiful city of Amsterdam, capital of the Netherlands yet with so many international associations.

The name of this town strikes a special chord in the memory of all of us in the ranks of the ITF, for Amsterdam has been closely associated with the history and fortunes of the International Transport Workers' Federation.

Only once before has the ITF held a Congress within the walls of this city. That was in 1904, fifty-four years ago.

Of those who took part in that Congress, few, if any, are still among the living.

Some of this audience might well be wondering why this beautiful town on the shores of the IJssel Lake had not in the meantime again been chosen as the venue of an ITF Congress.

There is an easy answer to that question.

For the ITF, Amsterdam is something much more than a place in which to hold its Congress.

Amsterdam marks the place of rebirth of our great international organization after it had been obliged to discontinue its activities as a result of the First World War. On the outbreak of hostilities, the headquarters of the ITF had been in the capital of one of the nations at war, viz. Berlin.

During the war, a temporary office was set up in neutral Holland, and, following the cessation of hostilities in 1918, the Dutch Transport Workers' Union took action in close collaboration with the Swedish Transport Workers' Union to reconstitute the ITF.

A conference was held here in Amsterdam in April 1919 at which the ITF was reborn.

A secretariat was established in this town and Edo Fimmen, our friend and colleague who so well merited the affection and esteem with which we regarded him and whose all too early death was a grievous blow to us all, elected General Secretary.

The ITF secretariat remained in Amsterdam until the outbreak of the Second World War.

The outbreak of hostilities necessitated a move of headquarters to London.

The Dutch transport workers' unions have always been a bulwark of the ITF.

Collaboration between the dock workers of Rotterdam, the largest port in the Netherlands, and British seamen on the occasion of the Rotterdam dockers' strike of 1896 was one of the prime factors leading to the idea of a transport workers' international.

This marked the first occasion on which practical proof was given of the value of international co-operation.

To the Dutch unions we owe thanks for providing the ITF with a number of outstanding leaders. I have already made mention of my dear friend and mentor, Edo Fimmen, Honorary Secretary of the ITF from 1919 to 1923 and General Secretary from 1923 to 1942, who died at Cuernavaca, Mexico.

The fund established by the ITF to assist the trade union movements in countries whose economies are in process of development bears his name.

I would also mention Nathan Mathans, assistant General Secretary and Railwaysmen's and Road Transport Workers' Section Secretary, whose services to the ITF were cut short by the tragic airplane crash in 1937 in which he met his death.

I am also reminded of Aric Kievit, former member of the Management Committee and former President of the Dutch Transport Workers' Union who passed away in the Spring of 1955.

It is a particular pleasure, however, to mention the names of a number of friends from the Dutch transport workers' movement who are still among us and whose services to the ITF have contributed so largely to the success of our international.

The name which first springs to mind is that of Johan Beuticus, my very good friend and veteran in the trade union cause, a man well known to most of the delegates and guests assembled here and active in the ITF from 1910, when he attended his first ITF Congress, to 1935.

To mark his eightieth birthday, his home-town of Rotterdam on 16th May last arranged an appropriate ceremony as a fitting tribute to his life-long labours on behalf of dockers and seafarers.

Then there is our friend G. Joustra, active for many years on the councils of the ITF and whose direct association ended with his resignation from the Executive Committee at the 1952 Stockholm Congress.

I would also mention the names of F.P.A. Landskroon and L. Veenstra, veterans of the Dutch transport workers' trade union

movement and regular honoured guests at Congresses of the ITF whom they served so well in the past.

Closing the list of names of valued friends from the Netherlands -- a list incidentally for which I make no claim as to its completeness -- I would mention that of Janie Oldenbroek who took over the duties of General Secretary when failing health obliged Ede Pimmen to relinquish his office.

Janie Oldenbroek was General Secretary of the ITF until 1949 when he was elected General Secretary of the ICPTU.

This brief review of a significant period in the history of the ITF and recital of such outstanding ITF leaders from the Netherlands testify to the close bonds which unite the ITF with the country of our hosts and with Amsterdam its capital where we are holding our 25th Congress.

During the two years which have elapsed since our last Congress in Vienna in 1956, many among our ranks have been laid low by the hand of death.

We mourn the loss of the following associates and colleagues:

- |                            |   |
|----------------------------|---|
| <u>Cecil P. Alexander,</u> | President of the Trinidad Seamen and Water-front Workers' Union, and of the Trinidad and Tobago Federation of Trade Unions. He died on 16th February 1956.  |
| <u>William P. Allen,</u>   | General Secretary of the British Associated Society of Locomotive Engineers and Firemen from 1940 to 1947; member of the ITF Emergency Council during the war. Died 4th May 1953.                       |
| <u>Christian Borglund,</u> | former General Secretary of the Danish Seamen's Union. Died on 30th October 1956.   |
| <u>Jim Campbell</u>        | member of the General Council, former member of the Management Committee, General Secretary of the British Union of Railwaymen. Died on 4th November 1957 as the result of a road accident in the USSR. |
| <u>Placido D'Mello,</u>    | former member of the General Council, General Secretary of the Transport and Dock Workers' Union, Bombay. Died on 20th March 1953.  |
| <u>Willi Dorchain,</u>     | manager of the New York Office and American representative of the ITF, Died on 11th July 1956.  |
| <u>Ernst Fell,</u>         | President of the Swiss Railwaymen's Union. Died on 19th November 1956.  |



|                           |  |
|---------------------------|--|
| <u>James Figgins,</u>     | former member of the General Council and Executive Committee, former General Secretary of the British Union of Railwaymen. Died on 26th December 1956.   |
| <u>P. V. Franzen,</u>     | former leader of the Swedish Railwaymen's Union. Died on 10th June 1957.   |
| <u>Gilberto Goliath,</u>  | General Secretary of the Cuban National Maritime Workers' Union. Died on 1st June 1957.  |
| <u>Kunitaro Hamada,</u>   | former member of the General Council and President of the Japanese Seamen's Union. Died in March 1958.   |
| <u>Ingvald Haugen,</u>    | Member of the Executive Committee, of the General Council and Seafarers Section Committee, President of the Norwegian Seamen's Union. Died in Oslo on 20th June 1958 as the result of a heart attack.  |
| <u>Tom Hollywood,</u>     | Auditor of the ITP, President of the British Union of Railwaymen. Died on 7th November 1957 as the result of a road accident in the USSR.  |
| <u>J. K. P. Jensen,</u>   | substitute member of the General Council, General Secretary of the Danish Railwaymen's Union. Died on 27th December 1957.  |
| <u>Charles Lindley,</u>   | co-founder and for many years President of the ITP, one of the world's greatest trade union pioneers. He died on 12th October 1957, two days before his 92nd birthday. In spite of his years, Charles Lindley had been a prominent figure at practically all ITP Congresses right up to the very last. We miss him here sadly today. |
| <u>Julius G. Luhrsen,</u> | founder and former President of the American Train Dispatchers' Association. Died in October 1956.   |
| <u>Harry Lundberg,</u>    | member of the General Council, President of the Seafarers' International Union of North America. Died on 28th January 1957.  |
| <u>Capt. Ch. P. May,</u>  | First Vice-President of the International Organization of Masters, Mates and Pilots. Died in May 1956.   |



- Paul Perrin, Assistant General Secretary of the Swiss Railwaymen's Federation, 1919 to 1952. He died on 24th June 1956.
- Philippe Phylakis, Secretary of the Greek Railwaymen's Federation. Died September 1957.
- William Stott, former substitute member of the General Council, former General Secretary of the British Transport Salaried Staffs' Association. Died on 25th March 1956.
- Jerker Svensson, for many years member of the Seafarers' Section Committee, President of the Swedish Seamen's Union. Died 30th December 1956.
- A. Thiopoulos, member of the General Council, General Secretary of the Greek Dockers' Federation. Died on 5th January 1957.
- Spyros Vassiliades, President of the Greek Railwaymen's Federation. Died on 30th December 1956.

These were men who throughout their lives had worked for our just and noble cause, who had thrown all their energies into the task of ensuring that the transport workers whom they represented should enjoy worthy standards of living.

They did not spare themselves in their task and many of them have been taken from us in the full flush of life.

The success of our labours, which we can regard with justifiable pride, is due in no small measure to the efforts of these men whose memory we now honour.

As all assembled here rise with me in silent tribute to their memory, let us pledge ourselves to keep them ever in remembrance and to continue with their good work with the same spirit that infused them.

I thank you for your tribute to our departed friends.

Before I go on to make a few remarks about the work of the ITP in the period since the last Congress, I have the very pleasant task of welcoming the distinguished visitors and guests of honour who have accepted our invitation to this Congress.

Mr. J. G. Suurhoff, Minister of Social Affairs and National Health;

Dr. G. van Hall, Mayor of Amsterdam;

Mr. B. Rijn, Amsterdam municipal government councillor in charge of labour affairs;

Mr. W. L. de Vries, Director General of Shipping;  
Mr. W. H. Marah, British Labour Attaché to the Benelux countries;  
Mr. R. Murray, representing the Canadian Embassy at The Hague;  
Mr. Suring, representing the Embassy of the Federal Republic of  
Germany at the Hague;  
Mr. R. Migdal, representing the Israeli Embassy at the Hague;  
Mr. E. Bell, representing the International Labour Office, in  
Geneva.

Present as fraternal delegates are:

J. H. Oldenbroek, of the I.O.F.T.U.;  
C. van Wingerden, of the Netherlands National Trade Union  
Centre (N.V.V.);  
M. Spiekman, M. ter Borch, A. A. Buning and A. de Ruijter,  
representing international trade secretariats with  
headquarters in the Netherlands;  
J. Bartelaki and Z. L. Zeyfert of the International Federation of  
Air Line Pilots' Associations;  
P. Bialas, of the International Centre of Free Trade Unionists  
in Exile.

I further take great pleasure in welcoming the veteran guests  
of honour who have done so much for our Federation:

Mrs. Lily Krier, Luxembourg,  
J. Brautigam, the Netherlands,  
K. Weigl, Austria,  
P. Landekroon, the Netherlands,  
R. Loan, Snr., the Netherlands,  
L. Veenstra, the Netherlands,  
M. Leick, Luxembourg,  
A. Staal, the Netherlands,  
A. Treurniet, the Netherlands.

Our friends R. Bratschi and J. Jarrigion have not been able  
to accept our invitation to attend but send the Congress greetings  
and best wishes.

At the beginning of my address, I made mention of the first  
ITF Congress to be held in Amsterdam -- the 1904 Congress 54 years  
ago.

Since that Congress, the fourth in the history of our Federation, the ITF has grown from its modest beginnings to a powerful world-wide international trade secretariat.

In those early days, membership was round the 200,000 mark from some dozen countries, mostly in Europe. Today, after a little more than fifty years, ITF membership numbers nearly six million from 200 unions in 62 countries throughout the free world.

Considering that quite a number of unions are affiliated in respect of only a portion of their full membership, this figure can be increased by a further one million, bringing the total number in the world's transport industries embraced by the ITF up to seven million.

The growth of the ITF in the two years which have elapsed since our Vienna Congress is characterised more by the particularly large number of new affiliations than by the size of their membership. In that period, the ITF has welcomed to its ranks some 60 affiliates from some 20 different countries.

Noteworthy in this connection is the fact that the majority of the newcomers to our ranks are from Africa, Latin America and Asia.

This is a welcome sign of the extent to which the Federation's efforts in countries whose economies are in process of development are appreciated.

It is also a tribute to the success of the Federation's regional organization in regions where trade unionism is still in its infancy and consequently meeting particular difficulties.

The importance attaching to regional activities found expression in the creation in June 1957 of an office of ITF Director of Regional Affairs.

This officer is responsible, under the authority of the General Secretary, for co-ordinating and planning the rapidly expanding regional activities of the ITF.

In addition, a standing sub-committee for regional affairs has been set up, whilst the Executive Committee has been enlarged by regional members from Africa, Asia and Latin America.

Plans are also well advanced for establishing a Regional Office in Africa.

The Federation's drive in this field of its activities has been highlighted by numerous visits, missions and delegations to Africa, Asia and Latin America.



Of particular significance may be mentioned: a delegation tour of Latin America in April-May 1956, the General Secretary's extensive tour of African countries in the early part of 1957, the Asian Regional Representative's advisory missions to Singapore during 1957, and the Director of Regional Affairs' visits to India and Japan on ITP or joint ITP/ICFTU missions to those countries in 1957.

As we all know, the work of assisting the trade union movements in less favoured countries represents a heavy financial burden.

I therefore feel called upon to express appreciation and thanks to those unions in more favoured countries whose contributions to this work make it possible.

Important as financial assistance of this kind is in the discharge of these tasks, it is the trade union official who has to carry them out.

That is why it was found necessary to enlarge the Executive Committee and to create the office of Director of Regional Affairs.

For this reason too, our friend and colleague, General Secretary Omer Becu, felt impelled to relinquish his office of President of the International Confederation of Free Trade Unions as a result of the increasing pressure of work due to the expansion of ITP activities.

I believe I am expressing the feeling of this Congress when, on behalf of us all here, I thank him for the decision which he has taken. It means, of course, that he is now able to devote his undivided energies and powers fully to our international federation.

Turning to the wider world scene, we note one event which to us as trade unionists overshadows all others in the period since we last met in Congress: the valiant bid of the Hungarian workers for freedom from communist tyranny and repression.

Just as victory seemed near, it was snatched from them when the Russian Red Army marched in.

They were defeated, and only a few weeks ago two of their leaders, Imre Nagy and Pal Maleter, were executed. These men were Communists who valued their mother country, their fellow countrymen and freedom more highly than their commitments to a regime which had shown itself incapable of keeping its word and contemptuous of human rights and values.

These men fell into the hands of their executioners only as a result of a gross betrayal of the given word, an act which tore



the veil of illusion which for many had conjured up fine hopes during the first months following the bloodshed which had accompanied this revolt.

We of the ITP were not taken in by these false hopes. What aid and comfort we could give we gave.

We are familiar with the forces of repressive tyranny which crushed the revolt of the afflicted Hungarian workers.

As ever, we shall go on fighting in the cause of freedom, inspired by the memory of the gallant stand of the workers of Hungary.

Meanwhile, the fight against totalitarian dictatorships goes on in other parts of the world, in Spain, for example, where the struggle against the suppression of political and trade union freedom is continued both inside and outside the country.

During the two years which have elapsed since the last Congress, there have been a number of developments in the social-economic field which are of significance to transport workers.

In Europe, nine countries adopted a Convention assuring mutual social security protection to transport workers in international traffic.

Eight countries drew up an agreement entitling refugee seamen to be regarded as lawfully staying in their countries.

At the beginning of the present year, a significant step was taken by six European nations when they created the European Economic Community providing for the progressive harmonization of economic, social and financial policies, thus within a limited sphere setting the stage for the integration and co-ordination of transport on an international basis such as has long been advocated by the ITP.

In the field of shipping, we are able to welcome the setting up of the Inter-Governmental Consultative Organization, the United Nations' special agency dealing with shipping. This is the first inter-governmental body for the maritime industry and an institution for which our Federation has been pressing for years.

The United Nations Conference on the Law of the Sea produced some satisfactory results but was unsuccessful in reaching agreement on other important issues.

At this Conference and at the Maritime Session of the International Labour Conference which immediately followed it, our Federation was able to focus attention on the problem of the

registration of ships under flags of convenience -- the PANAMA-FLAG registration.

The Convention adopted at the Law of the Sea Conference and the recommendation on special provisions for seamen serving on ships of countries which are not traditionally maritime, adopted at the Maritime Session of the International Labour Conference, represent a gratifying advance in the struggle carried on by our Federation against spurious registrations.

There is hardly need for me to give the assurance that the Federation will continue this campaign with unabated vigour.

The ITF has been active with some success in the councils of international bodies endowed with powers to draw up international instruments capable of benefiting transport workers throughout the world.

Intervention by the ITF and its affiliated bodies have frequently contributed to the settlement of disputes affecting our members in a number of countries.

The success of our efforts in this field bears witness to the prestige of the ITF and the authority which attaches to its voice.

Preoccupation with these everyday concerns, however, has not meant losing sight of the problems which the Federation will have to face in the future and for which we must prepare ourselves.

During the Congress to which we are all here assembled, these will be reviewed, examined and assessed in terms of their significance.

We shall also pass in review our activities during the last two years, subject our methods to critical examination and discuss and decide on any changes which might be felt necessary in the light of this evaluation.

On the occasion of the Vienna Congress, I mentioned that I should be accepting an invitation from Minister Seeborn, then acting President of the Conference of European Transport Ministers, to attend the Transport Ministers' Conference in order to acquaint those attending the Conference with the views of the ITF on the subject of transport policies.

I may say here that the decision to follow up this invitation was a happy one, the prestige of the ITF was enhanced, and the representatives of the Federation at the meeting of European Transport Ministers made a significant contribution to the deliberations which cannot fail to have good results as regards the European railways and those who serve on them.

- 11 -

It is not my intention, however, to anticipate in any way the work of the Congress and its various industrial sections or the remarks of your General Secretary, my good friend Omer Becu. I will merely content myself by saying that the ITF has achieved much in the last two years under review.

Steadfast pursuit of its considered policies has brought the ITF further along that steep and rugged path we chose to follow when we established our International.

Successes have been achieved in certain fields of our activities which we had not dared to hope would be realized in so short a time.

In this connection I am in particular reminded of the reduction in working hours achieved in various branches of the transport industry in a number of countries.

Thus the overall picture throughout this period has been one of steady progress.

A detailed exposition and assessment of our Federation's activities over the two years since our last Congress is to be found in the Report on Activities of which a copy has been sent to delegates and which is shortly to be introduced by the General Secretary.

I will merely anticipate his comments to the extent of saying that the Report reveals a story of successful activities. Naturally development in certain fields has not always been as fast or exactly in the direction we should have wished.

We must not, however, overlook the strength of the opposition of those broad interests from a pursuit of whose selfish ends our victories have to be won.

All in all, however, I believe we can say that there are signs that we have entered a period in the field of international labour marked by a climate more favourable to progress than has hitherto been the case.

In this connection I would express the hope that the trade recession which has recently made itself felt does not continue to deepen. Such a development could not fail to exercise an unfavourable influence on the work of our International.

Such a setback would be regrettable. It would not, however, succeed in discouraging us.

In the more than sixty years of its existence, the ITF has gone through periods of rapid development attended by outstanding successes. It has also suffered setbacks and has had to face severe crises.



- 12 -

Two world wars interrupted but could not put an end to its fight to secure social justice for the world's transport workers.

The story of the ITF is a stirring proof of the persistence of the strength of international solidarity.

The consciousness that many millions of transport workers throughout the free world are with us in this battle, inspires our labours and enables us to look to the future with confidence.

It is with this knowledge in mind that I wish our 25th Congress success in its present labours.

-0-0-



## RESOLUTION

This Congress of the International Transport Workers' Federation, held in Amsterdam from 23 July to 1 August 1958,

Welcomes the Report of the ITF on problems of transport policy at national and international levels as calculated to serve as a guidance to unions affiliated with the ITF in their efforts to bring about real co-operation between the means of transport.

Congress notes that this report in its first part on the co-ordination of inland transport shows a basic conception which will serve as a guidance to affiliated unions on both the national and international planes. The exposition in the second part of special problems of co-ordination and in the third part of transport problems arising in the course of the economic integration of Europe will enable the unions further to handle these problems and to come to a mutual viewpoint stretching beyond national boundaries, thus facilitating the creation of the common European transport market for which the ITF unions are striving.

Congress requests the Executive Committee to create appropriate regional machinery for the continued discussion of these problems at European level which will guarantee co-operation within the "ITF Common Market Transport Committee" as well as ensure attention to the transport problems of other European countries and affiliated organizations.

Congress calls upon national governments and international institutions to provide ITF-affiliated unions (having regard to their strength and the importance of transport problems) with appropriate representation within the framework of moves towards European economic unification and thus demonstrate that the aim of European unification is to promote the welfare of the working man.

## R E S O L U T I O N

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International Transport Workers' Federation

Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958.

PROVISIONAL DELEGATE LIST  
LISTE PROVISOIRE DES DELEGUES  
PROVISORISCHE DELEGIERTENLISTE  
PRELIMINAR DELEGATFÖRTECKNING

| <u>Country and organization:</u>                                  | <u>Delegates:</u>   | <u>Advisers:</u>         |
|---|---|--------------------------|
| <u>Argentina</u>  |   |                          |
| Le Fraternidad  | A. Bono   |                          |
| <u>Austria</u>  |   |                          |
| Gewerkschaft der Eisenbahner                                      | R. Freund<br>L. Glinz<br>J. Matejcek<br>E. Suchanek<br>F. Stadlberger<br>J. Schmalz<br>E. Ulbrich |                          |
| Gewerkschaft der Bediensteten im<br>Handel, Transport und Verkehr | W. Svetelsky<br>L. Brosch   |                          |
| <u>Australia</u>  |   |                          |
| Flight Stewards' Association                                      | A. Archibald  |                          |
| <u>Belgium</u>  |   |                          |
| Secteur cheminots de la Centrale<br>Générale des Services Publics | G. Devaux<br>G. Premer<br>P. De Wachter<br>F. D'Helt<br>J. Gillis                                 | G. de Runne              |
| Secteur Aviation de la Centrale<br>Générale des Services Publics  | A. Poncelet   | M. Verpoorten            |
| Centrale Belge du Personnel des<br>Tramways, Voitures et Autobus  | J. Geldof<br>P. Coche<br>Ph. Martens  |                          |
| Belgische Transportarbeidersbond                                  | R. Dekeyser<br>L. Major<br>G. Hendrickx<br>W. Cassiers  | L. Eggers<br>A. De Meyer |
| Centrale des Métallurgistes de<br>Belgique (Secteur Aviation)     | A. Cooreman   |                          |



| <u>Country and organization:</u>  | <u>Delegates:</u>  | <u>Advisers:</u> |
|---|--|------------------|
| <u>Brazil</u><br>Confederação Nacional dos Trabalhadores em Transportes Terrestres  | S. de A. Pequeno   |                  |
| <u>British Honduras</u><br>British Honduras Development Trade Union   | T.H. Goutierrez  |                  |
| <u>Canada</u><br>Canadian Brotherhood of Railway Employees & Other Transport Workers<br>Railway Labor Executives Association  | E. Robson<br>J.A. Pelletier<br>F. Hall   |                  |
| <u>Colombia</u><br>Sindicato de Trabajadores Avianca  | E. Padilla   | J. Caceref       |
| <u>Cuba</u><br>Federación Nacional de los Obreros del Transporte<br>Federación Marítima Nacional<br>Federación Nacional Hermandad Ferroviaria   | Pacoando Pomar Soler<br>Sergio Pons Rivero<br>Felipe Balbuena  |                  |
| <u>Denmark</u><br>Dansk Jernbane Forbund<br><br>Dansk Lokomotivmands Forening<br><br>Sjæmeendens Forbund i Danmark<br><br>Dansk Arbejdsmands Forbund<br><br>Søfartsmændenes Forbund i Danmark<br>Dansk Lokomotivmands Forbund | P. Madsen<br>H. Hansen<br>M.A. Jensen<br><br>E. Greve Petersen<br>K.B. Knudsen<br><br>Sv. From Andersen<br>B. Petersen<br><br>B. Christensen<br>E. Borg<br>E. Winther<br><br>H.E. Rasmussen<br>K. Hansen | J.C. Kristensen  |
| <u>Estonia (Exile)</u><br>Eesti Merekaitsja Union   | N. Me'slov   |                  |



Country and organization:

Delegates:

Advisers:

Finland

Finska Järnvägsmanntjänstförbundet

Finlands Lokmannaförbundet

Finlands Biltransportarbetarförbundet

Finlands Sjömans-Union

O. Koski  
R. Tuori  
G.W. Widing  
E. Järvi  
S. Koutio  
O. Aarnio  
N. Wälläri  
B. Johansson

M. Kotiranta

O. Keitele

France

Fédération Syndicaliste FO des  
Travailleurs, Cadres et Techniciens  
des Chemins de Fer de France et de  
L'Union Française

Fédération des Travaux Publics et des  
Transports F.O.

F. Laurent  
R. Degris  
A. Lafond

R. Lapeyre

J. D6  
Y. Bourgoin

Germany

Gewerkschaft der Eisenbahner Deutsch-  
lands

H. Jahn  
Ph. Seibert  
F. Schreiber  
P. Pröh  
F. Berger  
J. Friedel  
H. Frieser  
H. Pohland  
Miss L. Raupp  
K. Weiss  
O. Herr  
W. Kugler  
H. Loheide  
O. Rommel  
G. Schöfer  
W. Furmester  
J. Quidflieg

X. Bruckschläger  
B. Kempf  
G. Kühn  
K. Mantel  
H. Tröndle  
H. Braun  
H. Voigt  
P. Distelhut  
F. Schneider  
K. Laun  
J. Mirsberger  
E. Amft  
G. Magnus  
H. Steinsacker  
K. Roth  
W. Mikkelsen

Gewerkschaft Öffentliche Dienste  
Transport und Verkehr

A. Kummernuss  
H. Hildebrand  
O. George  
J. Steldinger  
W. Bruckmann  
M. Orb  
A. Dreeske  
A. Ohlenschläger  
A. Graf

F. Koch  
W. Nagel  
E. Seidel  
E. Hoffmann  
A. Buschkamp  
F. Thier  
G. Kugoth  
Dr. K. Kühne  
W. Edeler  
A. Nicolaisen  
.. Scheiermann

Country and organization:

Ghana

Government Transport Workers' Union  
(representing nine Ghana unions, not  
Ghana Motor Union)  
Ghana Motor Union

Great Britain

Transport Salaried Staffs' Association

Associated Society of Locomotive  
Engineers and Firemen

Merchant Navy and Airline Officers'  
Association

National Union of Railwaymen

Transport and General Workers' Union

National Union of Seamen

Union of Shop, Distributive and  
Allied Workers

Scottish Horse and Motormen's  
Association

Delegates:

Ch. Heymann

W.B. Otoo

R.J. Gunther  
W.J.P. Webber  
H. Moor  
R.W. Paterson

S. Auty  
S.R. Lunniss  
A. Hallworth

The Rt.Hon.The Lord Winster  
D.S. Tennant  
D. Carmichael

S.P. Greene  
C.W. Evans  
J. Curry  
H.C. Hesketh

P. Cousins  
E.E. Fryer  
L. Forden  
J. Ferguson  
F.J. Howell  
F.G. Page  
C.W. Prescott  
J. Slade

T. Yates  
S. James  
J. Scott  
D. Macdonald  
W. McDaid  
S. Gibson  
W. Marshall

G.B. Hunter  
D. McGibbon  
A. Sutherland  
L. Wrigley  
J.V. Bailey

J. Brannigan  
W. Wilkie

Advisers:

J.G.K. Gregory

T.H. Goff

Country and organization:

Delegates:

Advisers:

Greece

Fédération Panhellénique des Cheminots

St. Dimitracopoulos  
G. Dimitracopoulos  
C. Eoonomopopoulos  
C. Stathopoulos

A. Papazahariou

Federation of Loaders and Unloaders of Greece

M. Petroulis  
P. Calapothakis  
D. Benetatos

Pan-Hellenic Seamen's Federation

Grenada

Seamen and Waterfront Workers' Union

J. Knight

Iceland

Sailors' and Fishermen's Union

J. Sigurdsson

India

National Federation of Indian Railwaymen

V.R.C. Chennuri

Maritime Union of India

J.D. Randeri

Israel

Israel Seamen's Union  
National Union of Government Employees  
(Railwaymen's Section)

Z. Barash

Italy

Federazione Gente del Mare

U. Romagnoli  
L. Mucci

Federazione Nazionale dei Lavoratori Portuali

A. Maffei  
F. Lanna

Sindacato Italiano Unitario Ferrovieri

E. Semenza

Sindacato Autonomo Unificato Ferrovieri Italiani

B. Costantini

Federazione Italiano Lavoratori Trasporti e Ausiliari del Traffico

E. Leolini

A. Binetti  
F. Tamagnini  
A. Stefani  
N. Caprioli  
F. Magnano

E. Cerioni

Dr. G. Cadario

| <u>Country and organization:</u>   | <u>Delegates:</u>   | <u>Advisers:</u>  |
|--|---|---|
| <u>Japan</u>   |   |   |
| All-Japan Seamen's Union   | T. Nishimaki  |   |
| Japan Travel Bureau Workers' Union   | T. Sugino   |   |
| National Railway Workers' Union  | N. Suzuki   |   |
| <u>Kenya</u>   |   |   |
| East African Railway Asian Union   | J.D. Akumu  |   |
| Transport and Allied Workers' Union  |   |   |
| Railway African Union  |   |   |
| Dock Workers' Union  |   |   |
| <u>Luxembourg</u>  |   |   |
| Fédération Nationale des Cheminots et<br>des Travailleurs du Transport Luxem-<br>bourgeois | A. Bousser<br>J. Leurs  | A. Hildgen  |
| <u>Mexico</u>  |   |   |
| .....  | .....   |   |
| <u>Netherlands</u>   |   |   |
| Nederlandse Bond van Vervoerspersoneel   | H.J. Kanne<br>G.J.H. Alink<br>H.W. Koppens<br>J. de Later<br>Th. Smeding<br>R. Laan jr. | W.A. Kieboom<br>A.W. Korbijn<br>J. Scheffers<br>W. Hulsker<br>F. de Jong<br>P. Mol<br>Drs. P.W. Seton |
| Centrale van Zeevarenden ter Koop-<br>vaardij en Visserij (C.K.V.)                         | P. de Vries<br>C.W. van Priel<br>A. de Boon   | D. Harms<br>J.A. van Nugteren<br>J. Buquet<br>R. Boulogne<br>D. Opmeer                                |
| Algemene Bond van Luchtvaartpersoneel  | J.K. Post   | J. de Graaff<br>G. Bouma<br>C.A. van Londen   |
| Algemene Bond "Mercurius"  | C.Z. de Vries   | A. Wamsteeker<br>J.H. ter Horst   |
| <u>New Zealand</u>   |   |   |
| Federated Cooks and Stewards' Union  | J. Herlihy  |   |



| <u>Country and organization:</u>                                    | <u>Delegates:</u>  | <u>Advisers:</u> |
|---|--|------------------|
| <u>Nigeria</u>  |  |                  |
| Association of Locomotivedrivers                                    | M. Makinde   |                  |
| Nigerian Transport Staff Union                                      | M.A. Labinjo   |                  |
| <u>Norway</u>   |  |                  |
| Norsk Lokomotivmandsforbund   | M. Heggstad  |                  |
| Norsk Jernbaneforbund   | M. Trana<br>E. Edvardsen<br>E. Enersen<br>I. Borg                    |                  |
| Norsk Sjømannsforbund   | G. Hauge<br>L. Østlie<br>H. Abrahamsen<br>R. Skjelbred<br>K. Knudsen | G. Hagelin       |
| Norsk Styrmandsforening   | N. Nilsen  |                  |
| Norsk Transportarbeiderforbund                                      | K. Kjønliksen<br>M.A. Bakke<br>A. Enger                              |                  |
| <u>Nyasaland</u>  |  |                  |
| Nyasaland Railway Asian Union                                       | ) S.D. Nkolokosa<br>)  |                  |
| Nyasaland African Motor Transport Workers' Union                    |  |                  |
| Nyasaland Railway African Workers' Union                            |  |                  |
| <u>Pakistan</u>   |  |                  |
| Pakistani Transport Workers' Federation                             | M.A. Khatib  |                  |
| <u>Philippines</u>  |  |                  |
| Philippine Transport Workers' Organization                          | R. Oca<br>E. Sano  |                  |
| <u>Poland</u>   |  |                  |
| Association of Polish Merchant Navy Officers in London, Seamen inc. | T. Yates (proxy)   |                  |
| <u>Rhodesia</u>   |  |                  |
| Central African Road Services Workers' Trade Union                  | W.M. Chakulya  |                  |

| <u>Country and organization:</u>  | <u>Delegates:</u>   | <u>Advisers:</u>        |
|---|---|-------------------------|
| <u>Spain</u>  |   |                         |
| Sindicato Nacional Ferroviario<br>Federación Nacional del Transporte(UGT)                   | } L. Ríaza  |                         |
| <u>Sweden</u>   |   |                         |
| Svenska Sjöfolksförbundet   | J.S. Thore<br>A. Stridsberg<br>G. Carlsson  |                         |
| Svenska Järnvägsammanförbundet  | O. Gunnarsson<br>E. Eklund<br>H. Kjellvard<br>B. Lind<br>I. Olsson<br>E. Starok<br>C. Löfgren |                         |
| Svenska Transportarbetareförbundet  | S. Klinga<br>R. Melander<br>N. Petersen<br>E. Larsson<br>S. Lundgren<br>N. Boudrie            |                         |
| Handelstjänstesammanförbundet   | H. Lindholm   |                         |
| Sveriges Partysamfundsförening  | N.H. Åkesson  |                         |
| Svenska Stewards Föreningen   | S. Andersson  |                         |
| Svenska Maskinförbundet   | A. Ervast   |                         |
| <u>Switzerland</u>  |   |                         |
| Schweizerischer Eisenbahner Verband   | H. Düby<br>E. Haudenschild<br>T. Bühler<br>W. Hungertühler<br>B. Gissi<br>L. Joye             | J. Knöpfel<br>H. Kohnen |
| Verband der Handels-, Transport- und<br>Lebensmittelarbeiter der Schweiz                    | E. Hofer<br>K. Rebeamen   |                         |
| <u>Tanganyika</u>   |   |                         |
| Railway African Union<br>Dockworkers' and Stevedores' Union<br>Transport and Allied Workers | } E.N.N. Kanyama  |                         |
| <u>Uganda</u>   |   |                         |
| Railway African Union   | H.M. Luande   |                         |

| <u>Country and organizations</u>  | <u>Delegates</u>  | <u>Advisers</u> |
|---|---|-----------------|
| <u>USA</u>  |   |                 |
| Railway Labor Executives' Association   | A.E. Lyon<br>H.E. Gilbert<br>W.P. Kennedy<br>W.E. Petersen<br>R. Houke                              |                 |
| American Radio Association  | W.R. Steinberg  |                 |
| Air Line Stewards & Stewardesses Association  | R.K. Quinn jr   |                 |
| Flight Engineers' International Association   | G.R. Petty  |                 |
| National Maritime Union of America  | J. Curran   |                 |
| International Association of Machinists   | R. Faupl  |                 |
| Transport Workers' Union of America   | J. Horst  |                 |
| Seafarers' International Union of North America   | J. Hawk<br>P. Hall<br>H. Banks  |                 |
| International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America | J.R. Hoffa<br>J.T. O'Brien<br>T.E. Flynn<br>J. Morgan<br>J. Filipoff<br>E. Cheyfitz<br>H.J. Gibbons |                 |

International Transport Workers Federation

Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

DELEGATE LIST  
LISTE DES DELEGUES  
DELEGIERTENLISTE  
DELEGATFORTECKNING

| Country and organization:   | Delegates:   | Advisers:                |
|---|--|--------------------------|
| <u>Argentina</u><br>La Fraternidad  | A. Bono  |                          |
| <u>Austria</u><br>Gewerkschaft der Eisenbahner                                      | R. Freund<br>L. Glinz<br>J. Matejcek<br>E. Suchanek<br>F. Stalberger<br>J. Schmölz<br>E. Ulbrich |                          |
| Gewerkschaft der Bediensteten im<br>Handel, Transport und Verkehr                   | W. Svetelsky<br>L. Brosch  |                          |
| <u>Australia</u><br>Plicht Stewards' Association                                    | A. Archibald   |                          |
| <u>Belgium</u><br>Secteur cheminots de la Centrale<br>Générale des Services Publics | G. Devaux<br>G. Premer<br>T. De Wachter<br>F. D'Helt<br>J. Gilis                                 | C. de Bunne              |
| Secteur Aviation de la Centrale<br>Générale des Services Publics                    | A. Foncelet  | M. Verpoorten            |
| Centrale Belge du Personnel des<br>Tramways, Vicinaux et Autobus                    | J. Geldof<br>I. Coche<br>Ph. Martens   |                          |
| Belgische Transportarbeidersbond  | R. Dekeyzer<br>G. Hendrickx<br>W. Cassiers   | L. Eggers<br>A. De Meyer |
| Centrale des Métallurgistes de<br>Belgique (Secteur Aviation)                       | R. Geldof  |                          |



Country and organization:

Delegates:  
Advisers:

Brazil

Confederacao Nacional dos Trabalhadores em Transportes Terrestres  
British Honduras  
British Honduras Development Trade Union

Canada

Canadian Brotherhood of Railway Employees & Other Transport Workers  
Railway Labor Executive Association

Colombia

Indicato de Trabajadores Avianca

Cuba

Federacion Nacional de los Obreros del Transporte  
Ferroviaria  
Federacion Nacional Hermanada

Denmark

Dansk Jernbane Forbund

Dansk Lokomotivmands Forening

Smaendenes Forbund i Danmark

Dansk Arbejdsmands Forbund

Sjyrbadernes Forbund i Danmark

Dansk Lokomotivmands Forbund

Estonia (Exile)

Eesti Meremeste Union

N. Metelov

K. Hansen

K. W. Samuelsen

E. Linthier

H. Christensen

B. Petersen

Sv. From Andersen

K. B. Knudsen

S. Sunesen

" A. Jensen

P. Hadsen

" A. Jensen

A. Mayedo

A. Rodriguez

Felipe Paluena

Racondo Omar Soler

E. Radilla

J. Caceres

E. Hall

J. A. Pelletier

E. Robson

T. H. Cutler

| <u>Country and organization:</u>   | <u>Delegates:</u>   | <u>Advisers:</u>   |
|--|---|--|
| <u>Finland</u>   |   |  |
| Finska Järnvägsmanaförbundet   | O. Koski<br>R. Tuori  | Miss Kotiranta   |
| Finlands Lokmannaförbund   | G. W. Widing<br>B. Järvi  |  |
| Finlands Bilbranscharbetareförbund   | S. Koutio<br>O. Aarnio  | L. Vainio  |
| Finlands Sjömans-Union   | L. Walläri<br>B. Johansson  |  |
| <u>France</u>  |   |  |
| Fédération Syndicaliste PO des<br>Travailleurs, Cadres et Techniciens<br>des Chemins de Fer de France et de<br>L'Union Française | F. Laurent<br>R. Degris<br>A. Lafond  |  |
| Fédération des Travaux Publics et des<br>Transports F.G.   | R. Lapeyre  | J. Dô<br>Y. Bourgoin   |
| <u>Germany</u>   |   |  |
| Gewerkschaft der Eisenbahner<br>Deutschlands   | H. Jahn<br>Ph. Seibert<br>F. Schreiber<br>P. Pröh<br>F. Berger<br>J. Friedel<br>H. Frieser<br>H. Pohland<br>Miss L. Raun<br>K. Weiss<br>O. Herr<br>W. Kugler<br>H. Loheide<br>O. Rommel<br>G. Schöfer<br>W. Burmester<br>J. Gundflieg | X. Bruckschläger<br>H. Kempf<br>G. Kühn<br>K. Mantel<br>H. Tröndle<br>H. Braun<br>P. Distelhut<br>F. Schneider<br>K. Laun<br>J. Mirsberger<br>E. Amft<br>G. Magnus<br>H. Steinacker<br>K. Roth<br>W. Mikkelsen |
| Gewerkschaft Öffentliche Dienste<br>Transport und Verkehr  | A. Kummernuss<br>H. Hildebrand<br>O. George<br>J. Steldinger<br>W. Bruckmann<br>M. Orb<br>A. Dreeke<br>A. Ohlenschläger<br>A. Graf  | F. Koch<br>W. Nagel<br>E. Seidel<br>E. Hoffmann<br>A. Buschlamp<br>F. Thier<br>G. Kugoth<br>Dr. K. Kühne<br>W. Edeler<br>A. Nicolaisen<br>H. Scheiermann   |

Country and organization:

Ghana

Government Transport Workers' Union  
(representing nine Ghana unions, not  
Ghana Motor Union)  
Ghana Motor Union

Great Britain

Transport Salaried Staffs  
Association

Associated Society of Locomotive  
Engineers and Firemen

Merchant Navy and Airline Officers'  
Association

National Union of Railwaymen

Transport and General Workers' Union

National Union of Seamen

Union of Shop, Distributive and  
Allied Workers

Scottish Horse and Motormen's  
Association

Delegates:  
Advisers:

Ch. Heymann

W. B. Otoo

R. J. Gunter  
W. J. J. Webb  
H. Moor  
R. ... Paterson

S. Aulay  
S. R. Lunniss  
A. Hallworth

The Rt. Hon. Lord Winstor  
D. Carmichael J.C.K. Gregory

S. F. Greene  
C. ... Evans  
H. C. Hesketh

P. Cousins  
E. ... Fiver  
L. ... Rorder  
J. ... Ferguson  
P. ... Howell  
C. ... Page  
C. ... Prescott

J. Slade

T. Yates  
J. James  
J. Scott  
D. Macdonald  
W. ... McDaid  
S. Gibson  
W. Marshall

G. B. Hunter  
D. McGibbon  
L. ... Sutherland  
J. V. Bailey

J. Branigan  
W. Wilkie



Country and organization:

Delegates: Advisers:

Greece

|   |                     |  |
|---|---------------------|--|
| Fédération Panhellénique des Cheminots        | St. Dimitracopoulos |  |
|   | A. Papazahariou     |  |
| Federation of Loaders and Unloaders of Greece | C. Stathopoulos     |  |
| Pan-Hellenic Seamen's Federation              | M. Petroulis        |  |
|   | P. Calapothakis     |  |
|   | D. Benetatos        |  |

Grenada

|                                      |           |
|--------------------------------------|-----------|
| Seamen and Waterfront Workers' Union | J. Knight |
|--------------------------------------|-----------|

Iceland

|                              |               |
|------------------------------|---------------|
| Sailors' & Fishermen's Union | J. Sigurdsson |
|------------------------------|---------------|

India

|                         |               |
|-------------------------|---------------|
| Maritime Union of India | J. D. Randeri |
|-------------------------|---------------|

Israel

|   |           |
|---|-----------|
| Israel Seamen's Union   | Z. Barash |
| National Union of Government Employees (Railwaymen's Section) |           |

Italy

|  |               |            |
|--|---------------|------------|
| Sindacato Italiano Unitario Ferrovieri                             | F. Tamagnini  | A. Stefani |
|  |               | P. Magnano |
| Sindacato Autonomo Unificato Ferrovieri Italiani                   | B. Costantini |            |
| Federazione Italiano Lavoratori Trasporti e Ausiliari del Traffico | E. Leolini    |            |

Japan

|                                    |              |
|------------------------------------|--------------|
| All-Japan Seamen's Union           | T. Nishimaki |
| Japan Travel Bureau Workers' Union | T. Sugino    |
| National Railway Workers' Union    | N. Suzuki    |

Kenya

|                                     |             |
|-------------------------------------|-------------|
| East African Railway Asian Union    | J. D. Akumu |
| Transport and Allied Workers' Union |             |
| Railway African Union               |             |
| Dock Workers' Union                 |             |

| <u>Country and organization:</u>   | <u>Delegates:</u>   | <u>Advisers:</u>  |
|--|---|---|
| <u>Luxemburg</u>   |   |   |
| Fédération Nationale des Cheminots et<br>des Travailleurs du Transport<br>Luxembourgeois | A. Bousser<br>J. Leurs  | A. Hildgen  |
| <u>Mexico</u>  |   |   |
| Sindicato Nacional de Transportes  | M. Meza   |   |
| <u>Netherlands</u>   |   |   |
| Nederlandse Bond van Vervoerspersoneel   | H.J. Kunne<br>G.J.H. Alink<br>H.W. Kop ens<br>J. de Later<br>Th. Smeding<br>R. Laan jr. | W.A. Kieboom<br>A. Korbijn<br>J. Scheffers<br>W. Hulsker<br>E. de Jong<br>F. Mol<br>Drs. P.W. Seton |
| Centrale van Zeevarenden ter Koop-<br>vaardij en Visserij (C.K.V.)                       | I. de Vries<br>C.W. van Driel<br>A. de Boon   | D. Harms<br>J.A. van Nutteren<br>J. Buquet<br>R. Boulogne<br>D. Opmeer                              |
| Algemene Bond van Luchtvaartpersoneel  | J.K. Post   | J. de Graaff<br>W. Schotmans<br>C.A. van Londen   |
| Algemene Bond "Mercurius"  | C.Z. de Vries   | A. Wamstecker<br>J.H. ter Horst   |
| <u>New Zealand</u>   |   |   |
| Federated Cooks and Stewards' Union  | J. Herlihy  |   |
| <u>Nigeria</u>   |   |   |
| Association of Locomotivedrivers   | M. Bakinde  |   |
| Nigerian Transport Staff Union   | M. A. Labinjo   |   |
| <u>Norway</u>  |   |   |
| Norsk Lokomotivmandsforbund  | M. Hoggstad   |   |
| Norsk Jernbaneforbund  | M. Trana<br>I. Edvardsen<br>E. Enersen<br>I. Borg                                       |   |
| Norsk Sjømannsforbund  | G. Hauke<br>L. Ostelle<br>H. Abrahamsen<br>H. Skjelbred<br>K. Knudsen                   |   |

Country and organization:

Delegates:      Advisers:

Norway (continued)

Norsk Styrmandsforening  
Norsk Transportarbeiderforbund

N. Nilsen  
K. Kjøniksen  
M. A. Bakke  
A. Enner

Pakistan

Pakistan Transport Workers' Federation M. A. Khatib

Philippines

Philippine Transport Workers'  
Organization

R. Oca  
E. Sano

Poland

Association of Polish Merchant Navy  
Officers in London, Seamen Inc.

T. Yates (proxy)

Rhodesia

Central African Road Services Workers' Trade Union W. M. Chakulya

Spain

Sindicato Nacional Ferrovionario  
Federación Nacional del Transporte (UGT)

L. Riera

Sweden

Svenska Sjöfolksförbundet

J. S. Thore  
A. Stridsberg  
G. Carlsson

Svenska Järnvägsmannsförbundet

O. Gunnarsson  
E. Eklund  
H. Kjellvard  
B. Lind  
I. Olsson  
E. Starck  
C. Löfgren

Svenska Transportarbetareförbundet

S. Klinga  
R. Melander  
M. Peterson  
E. Larsson  
S. Lundgren  
N. Boudrie

Handelstjänstemannaförbundet

H. Lindholm

Sveriges Partysbellsforening

M. H. Akesson



Country and organization: Delegates: Advisers:

Sweden (continued)

Svenska Stewards Foreningen B. Andersson  
Svenska Maskinförbundet A. Ervén

Switzerland

Schweizerischer Eisenbahner Verband H. Düby J. Knöfel  
E. Audenschild H. Rohner  
T. Bühler  
W. Hungerbühler  
B. Güssi  
L. Joye  
Verband der Handels-, Transport- und E. Hofer  
Lebensmittelarbeiter der Schweiz K. Rebsamen

Tanganyika

Railway African Union  
Dockworkers' and Stevedores' Union  
Transport and Allied Workers  
Tanganyika Port Stevedores' Union } E. N. N. Kanyama

Uganda

Railway African Union H. M. Luande

USA

Railway Labor Executives' Association A. E. Lyon  
W. F. Kennedy  
W. E. Petersen  
R. Houke  
American Radio Association W. R. Steinberg  
Air Line Stewards & Stewardesses R. K. Quinn, Jr.  
Association  
Flight Engineers' International G. R. Petty  
Association  
National Maritime Union of America J. Curran  
International Association of Machinists R. Faupl  
Transport Workers' Union of America J. Horst  
Seafarers' International Union of J. Hawk  
North America H. Banks  
International Brotherhood of Teamsters, J. T. O'Brian  
Chauffeurs, Warehousemen and Helpers T. E. Flynn  
of America J. Morgan  
J. Philipoff  
E. Gogfitz  
H. J. Gibbons

GUESTS

Official Guests

J. G. Suurhoff, Minister of Social Affairs and National Health;  
G. van Hall, Mayor of Amsterdam  
B. Ram, Amsterdam municipal government councillor in charge of  
labour affairs;  
W. L. de Vries, Director General of Shipping;  
P. H. Valentgoed, Director General of Labour;  
E. Bell, International Labour Office, Geneva;  
V. Ulriksson, U.S. Labour Attaché;  
W. H. Marsh, British Labour Attaché to the Benelux countries;  
R. Murray, Canadian Embassy representative;  
Suaing, representative of Embassy of the Federal Republic of  
Germany at the Hague;  
R. Migdal, Israeli Embassy at the Hague;  
Ir. L. J. Noomen, Directory General of Transport  
H. M. van Houten, " " "  
W. B. van Norden, " " "

Invited Guests

Mrs. Lily Krier, Luxembourg,  
J. Brautigam, the Netherlands,  
K. Weigl, Austria  
P. Landskroon, the Netherlands,  
R. Iaan, Sr., the Netherlands,  
L. Vennatra, the Netherlands,  
K. Leick, Luxembourg,  
A. Staal, the Netherlands,  
A. Treurniet, the Netherlands.

Fraternel Delegates and Observers

J. H. Oldenbroek, I.C.T.U.,  
P. Biele, International Center of Free Trade Unionists in Exile,  
C. M. van Wingerden, Netherlands National Trade Union Centre (N.V.V.),  
W. Spiekman, M. ter Borch, A. A. Buning and A. de Ruijter,  
international trade secretariats with headquarters in the  
Netherlands,  
J. Bartelski and Z. L. Zeyfert, International Federation of Air  
Line Pilots' Associations,  
A. Hummer, Luxembourg Ministry of Transport,  
W. Gleason, International Longshoremen's Association, Independent.

XXV.C-Rt

International Transport Workers' Federation

Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

ROAD TRANSPORT WORKERS' SECTION

Note on the agenda of the Section Conference

Item 5: Legal assistance

Since the issue of ITF circular No. 53/Rt4 of 31st December 1954 the following unions have acceded to the Agreement concerning legal assistance to drivers visiting foreign countries in the course of their work:

(a) Under Article 3(A) of the Agreement:

Algemene Bond "Mercurius",  
Postbus 5150,  
Amsterdam-Z.I.

In virtue of an arrangement between this organization and the Netherlands Union of Transport Workers (NBV), legal assistance to drivers entering Holland will be given exclusively through the latter organization. Accordingly "Mercurius" will not issue any list of addresses at which legal assistance can be applied for. In all cases the directory of the NBV should be used.

(b) Under Article 3(B):

Suomen Autoalanteyöntekijain Liitto (SAL) RY,  
Paasivuorenkatu 5,  
Helsinki.

This Union has therefore only accepted obligations in respect of drivers visiting Finland. It explains that it is unable to accept the reciprocity clauses of the Agreement as it does not provide legal assistance facilities for its own members.

As stated in the Agreement, the details concerning the assistance to be given, whether reciprocal or not, are a matter for direct arrangement between the unions concerned. We understand that the Swedish Transport Workers' Union has submitted a draft text on the subject to the other unions who are party to the Agreement, but to what extent this has been accepted we do not know.

A reciprocity agreement has also been worked out between the German Transport Workers' Union (OTV) and the Austrian Union, but we do not know whether it has entered into force. We should be glad if further progress could be made in respect of the Agreement on the occasion of the forthcoming conference of the Section, and are open to any suggestions on the subject.



XXV.C-1

International Transport Workers' Federation

Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

A G E N D A

1. Opening and welcoming addresses
2. Presidential address
3. (a) Election of Credentials Committee  
(b) Election of Resolutions Committee
4. Standing Orders
5. Report on activities for the years 1956 and 1957
6. Financial report for the years 1956 and 1957
7. Amendments to the Constitution of the I.T.F.
8. Affiliation fees
9. Regional activities
10. Co-ordination and integration of European transport
11. Resolutions and proposals submitted
12. Elections:
  - (a) General Council
  - (b) Executive Committee
  - (c) Management Committee
  - (d) Committee of Auditors
  - (e) General Secretary
13. Headquarters
14. Date and place of next Congress

International Transport Workers' FederationTwenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

AGENDAS OF SECTION CONFERENCESSeafarers' Section

1. Election of Section Chairman and Vice-Chairman
2. Election of Rapporteur
3. Report on Activities
4. Report of Special Seafarers' Section
5. Proposals submitted
6. Report on Co-ordination and Integration of Transport
7. Election of Section Committee
8. Date and place of next Section Conference
9. Any other business

Road Transport Workers' Section

1. Election of Section Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Legal Assistance
6. Civil liability of drivers
7. Date and place of next Section Conference
8. Election of Section Committee
9. Any other business

Railwaymen's Section

1. Election of Section Chairman
2. Election of Rapporteur
3. Report on Activities
4. Manning of locomotives
5. Proposals submitted
6. Trade union activities among personnel of sleeping and restaurant cars in Europe
7. Date and place of next Section Conference
8. Election of Section Committee
9. Any other business

Inland Navigation Section

1. Election of Section Chairman and Vice-Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Report on Co-ordination and Integration of Transport
6. Election of members of Section Conference
7. Any other business

Dockers' Section

1. Election of Section Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Report on Co-ordination and Integration of Transport
6. Report of the Special (Seafarers') Section
7. Election of Section Committee
8. Any other business

- YUL ARSEN BASTIAN
- Erection of bastion counters
- Rebels of the district (Bastians, ) bastion
- Rebels on co-ordination and dissemination of bastions
- Bastions and bastions
- Erection of bastions
- Erection of bastions
- Bastions, bastions

1. Consider future action with Panama and similar  
 2. Direction of Section  
 3. Election of Sub-Committee  
 4. Reports on various  
 5. Proposals submitted  
 6. Policy suggestions  
 7. Staff meetings of various  
 8. Work and plans of next Section Conference  
 9. Election of Section Committee  
 10. With other business

1. Election of Section Chairman and Vice-Chairman
2. Election of Rapporteur
3. Report on activities
4. Proposals submitted
5. Flight time limitations
6. Crew complement
7. Job security among staff
8. Report on Co-ordination and integration of Transport
9. Any other business

Joint Meeting of Seafarers' and Dockers' Sections

"to review progress in campaign with Panama and similar flag ships and to consider future action"

1. Election of Section Chairman
2. Report on activities
3. Proposals submitted
4. Election of Section Committee
5. Any other business

Civil Aviation Section

1. Election of Section Chairman
2. Report on activities
3. Proposals submitted
4. Election of Section Committee
5. Any other business

Joint Meeting of Seafarers' and Dockers' to review progress in ships and to consider

1. Election of Section Chairman
2. Report on activities
3. Proposals submitted
4. Election of Section Committee
5. Any other business

Any other business

Report on Co-ordination and Integration of Transport

Job security among ground staff

Crew complement

Flight time limitations

Proposals submitted

Report on activities

Election of Section Chairman and Vice-Chairman



International Transport Workers' FederationTwenty-Fifth CongressAmsterdam, 23 July to 1 August 1958TIMETABLE

|                    |                          |  |
|--------------------|--------------------------|--|
| Wednesday, 23 July | 10 a.m.                  | <u>Plenary session</u>   |
|                    | 2.30 p.m.                | <u>Plenary session</u>   |
|                    | 5 p.m.                   | <u>Credentials Committee</u>   |
| Thursday, 24 July  | 9 a.m.                   | <u>Plenary session</u>   |
|                    | 2 p.m.                   | Conference of the Dockers' Section   |
|                    | 2 p.m.                   | Conference of the Road Transport Workers' Section  |
|                    | 5 p.m.                   | <u>Credentials Committee</u>   |
| Friday, 25 July    | 9 a.m.                   | Conference of the Railwaymen's Section   |
|                    | 9 a.m.                   | Conference of the Fishermen's Section  |
|                    | 2 p.m.                   | Conference of the Inland Navigation Section  |
|                    | 2 p.m.                   | Conference of the Seafarers' Section   |
|                    | 5 p.m.                   | <u>Resolutions Committee</u>   |
| Saturday, 26 July  | 9 a.m.                   | <u>Plenary session</u>   |
|                    | 2 p.m.                   | Conference of the Civil Aviation Section   |
|                    | 2 p.m.                   | Joint Conference of the Seafarers' and Dockers' Sections   |
|                    | 5 p.m.                   | <u>Resolutions Committee</u>   |
| Sunday, 27 July    | <u>E X C U R S I O N</u> |  |
| Monday, 28 July    | 9 a.m.                   | <u>Plenary session</u>   |
| Tuesday, 29 July   | 9 a.m.                   | <u>Plenary session</u>   |
|                    | 2 p.m.                   | Reserved for any additional section conferences which may be necessary; alternatively <u>Plenary session</u> |
|                    | 5 p.m.                   | <u>Resolutions Committee (if necessary)</u>  |
| Wednesday, 30 July | 9 a.m.                   | Electoral groups   |
|                    | 10 a.m.                  | <u>Plenary session</u>   |
|                    | 2.30 p.m.                | <u>Plenary session</u>   |
| Thursday, 31 July  | 9 a.m.                   | <u>Plenary session</u>   |
|                    | 2 p.m.                   | <u>Plenary session</u>   |
| Friday, 1 August   | 9 a.m.                   | <u>Plenary session</u>   |
|                    | 2 p.m.                   | <u>Plenary session (if necessary)</u>  |

PROPOSED STANDING ORDERS

1. The Executive Committee of the I.T.F. shall act as Standing Orders Committee of the Congress.
2. The official languages of the Congress are English, French, German, and Swedish, into which all speeches and texts will be translated. Delegates may speak in their own language. Interpretation into an official language must in such cases be provided by the delegation concerned, though the Secretariat will co-operate as far as possible.
3. A time limit for speeches will be fixed by the President, if necessary, according to the requirements of the timetable of the Congress.
4. The Report of the Credentials Committee shall be dealt with immediately after it has been handed to the President.
5. The voting procedure, as provided by the Constitution (Rule VI, Section 8), is as follows:

"Voting at Congress shall normally be by show of hands and decision by simple majority.

A card vote shall be taken if requested, before the vote, by the delegates of at least three organizations. For this purpose the voting strength of each delegation shall be directly proportional to the affiliation fees actually paid by its organization for the quarter immediately preceding the Congress.

Decision by card vote shall also be by simple majority, except in the case of votes for amendments of the Constitution or expulsion of an affiliated organization, which must secure two-thirds of the votes cast."

6. Delegates are free to move any motion bearing upon subjects on the agenda, but the President may defer the debate on such a motion until it has been put in writing and distributed among delegates.

The same applies to amendments to proposals submitted by affiliated organizations or the Executive Committee.

7. Emergency resolutions can only be moved with the consent of the Standing Orders Committee or of the Congress should the matter be referred to it by the Standing Orders Committee.



International Transport Workers' FederationTwenty-Fifth CongressAmsterdam, 23 July to 1 August 1958

Item 11 on the agenda:

RESOLUTIONS AND PROPOSALS SUBMITTED1. Amendment to Rule VI of the I.T.F. Constitution

(a) This Congress resolves to amend Paragraph 2 of Rule VI of the I.T.F. Constitution so as to read:

"2. The Congress shall meet in ordinary session every three years on dates to be determined by the Executive Committee"

Comment from the sponsoring organization

An interval of only two years between Congresses does not allow sufficient time for the effective implementation of the decisions of one Congress before another is under preparation and the limited staff of the Secretariat is under a heavy strain coping with these and the constantly growing sectional activities.

Furthermore, the fact that the I.T.F. has become a world-wide organization means that the amount of time spent on travelling by representatives of the I.T.F. and its affiliated unions leaves in a two-year period only a minimum of time for other equally necessary and useful work.

Lastly, the holding of biennial Congresses imposes a heavy financial burden on the I.T.F. and its affiliated unions, many of whom are small unions with strictly limited resources who are having difficulty in taking as much part as they would like in the life and activities of the I.T.F.

Submitted by the French Railwaymen's Federation

(b) This Congress decides to amend Paragraph 2 of Rule VI of the I.T.F. Constitution so as to read:

"2. The Congress shall meet in ordinary session every three years on dates to be determined by the Executive Committee."

Submitted by the Norwegian Railwaymen's Union, the Norwegian Locomotivemen's Union, the Norwegian Transport Workers' Union, the Norwegian Seamen's Union.

2. Affiliation fees

This Congress decides that the present method of assessing affiliation fees to the I.T.F. on the basis of a sliding scale should be discontinued and substituted by a contribution of a flat rate of 5d. per affiliated member.

Submitted by the British Transport Salaried Staffs' Association.



3. Establishment of an I.T.F. Industrial Section for travel agency workers

This Congress is of the opinion that travel agency workers form a part of the transport industry work-force, in that travel agencies play an important part in the industry and the social and economic conditions of their workers are in most cases linked with those of other transport workers. Since there is at present no instrument either within the I.T.F. or the I.L.O. for the collective expression of travel agency workers' views and since there is a clear and growing desire for unity among these workers, the Congress recommends the establishment within a reasonable period of an I.T.F. Industrial Section catering specifically for travel agency workers.

Submitted by the Japan Travel Bureau Workers' Union

4. Establishment of an I.T.F. Regional Office in East Africa

This Congress notes that there is a great need for trained trade union leaders in East Africa; that transport workers comprise almost half of the East African work-force, and yet are mostly unorganized; that the distance between the African headquarters and its African affiliates and between the I.T.F. affiliates themselves makes contact almost impossible; and that the expansion of the I.T.F. in other continents has mainly followed the establishment of Regional Offices. It decides, therefore, that priority should be given to the establishment of an I.T.F. Regional Office in East Africa in order both to put into effect a programme of trade union education and to establish close contact between the I.T.F.'s African affiliates.

Submitted by the Tanganyika Transport and Allied Workers' Union, the Tanganyika Dock Workers' Union and the Tanganyika Railway African Union.

5. Trade union freedom in East Africa and support to dependent countries

This Congress notes that the present labour legislation in British East Africa has been enacted without consultation with the workers' organizations and that it is designed to restrict the union's freedom. It resolves to protest to the East African governments against restrictions on freedom of association and, further, resolves generally to give all possible support to those countries now struggling for their independence in the belief that the right of a people to govern themselves is a fundamental principle which admits no compromise.

Submitted by the Tanganyika Transport and Allied Workers' Union, the Tanganyika Dock Workers' Union and the Tanganyika Railway African Union.

6. Importation of dock labour into Nigeria

This Congress notes that the most important factor contributing to the poor working conditions of Nigerian dockers is the importation into Nigeria of dock labour from other colonies. It decides, therefore, to request the Executive Committee to consider the possibility of a meeting between representatives of the I.T.F. and of the Overseas Employers' Federation to find if there is any reason why this practice should still take place.

Submitted by the Amalgamated Dock Workers' Union of Nigeria and the Cameroons.

7. Protection against accidents to workers in the loading and unloading of ships

This Congress resolves that the I.T.F. should consider seriously measures to safeguard seamen and dockers against accidents during the loading and unloading of ships. Notwithstanding instruments such as the I.L.O. Labour Inspection (Seamen) Recommendation of 1926 and the I.L.O. Convention (Revised) on Protection against Accidents (Dockers) of 1932 which many maritime countries have ratified, little has been done in this direction. Defects in loading and unloading apparatus are still commonly found in ships of various nationalities and many fatal accidents have resulted from them.

Submitted by the Finnish Seamen's Union.

XXV.C-9a

International Transport Workers' Federation

Twenty Fifth Congress

Amsterdam, 23 July to 1 August 1958

SECOND REPORT OF THE CREDENTIALS COMMITTEE

The Credentials Committee held a second meeting on Thursday, 24 July at 5 p.m. and a third meeting on Saturday, 26 July, at 12.15 p.m.

At these meetings the Chairman reported that the delegations whose unions were in arrears with affiliation fees had been interviewed. In all these cases either payment had meanwhile been made or assurances given which were considered satisfactory by the Committee, so that all delegates attending the Congress have been formally seated.

The number of delegates attending has now reached the figure of 223 and that of advisers 62 representing 110 affiliated unions in 40 countries and an aggregate membership of approximately five millions.

Only one further delegate is still expected to arrive.

W. Webber,  
Chairman-Rapporteur,  
Credentials Committee



## International Transport Workers' Federation

## Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

## REPORT OF THE CONFERENCE OF THE DOCKERS' SECTION

The Dockers' Section met in the afternoon of Thursday, 24 July, representatives being present from Austria, Belgium, Britain, British Honduras, Denmark, Finland, Germany, Greece, Grenada, Kenya, Netherlands, Nigeria, Norway, Pakistan, Philippines, Sweden and Tanganyika, as well as an observer from the United States. R. Dekeyser of Belgium was re-elected Chairman of the Section for the coming period.

International Dockers' Programme

Arising out of the Report on Activities, a discussion took place on the International Programme which had been adopted by the Section two years previously in Vienna. Delegates from Greece and various African countries reported that the social conditions of port workers were still far below the standards set by the Programme. In the African countries and also in countries like Pakistan and India, the struggle for better conditions was seriously hampered by the fact that the port industry was legally defined as an essential service, which meant that strike action by the port workers was virtually impossible. The Section decided to adopt a resolution calling for recognition of the right to strike for port workers in the ports of the Kenya-Tanganyika region, and to request the Congress to adopt a resolution demanding the same for other categories of transport workers. (The text of the resolution adopted by the Dockers' Section will be found in the Annex.) The Section pledged the fullest possible assistance to dockers in less developed areas in their fight for this fundamental workers' right.

Productivity in the ports

Notes were taken of the principles concerning port productivity which had been accepted at the sixth session of the Inland Transport Committee of the ILO (Hamburg, March 1957) and of the seminar on the subject held under the auspices of the European Productivity Agency of the OEEC (Copenhagen, October 1957) and attended by representatives of the ITF and ITF-affiliated dockers' unions. The experience with the OEEC seminar was not altogether satisfactory, firstly because it had been confined to the labour aspect of the productivity problems, and secondly because the seminar was attended

#### Importation of dock labour into Nigeria

Note was taken of a problem existing on the coast of West Africa and also of East Africa as a result of overseas shipping companies engaging labour for cargo handling in one port and carrying it on board for loading and unloading work in other ports. The practice dated from a time when there was often a shortage of suitable local labour in African ports, but this position no longer existed and the practice had deteriorated into one of importing cheap outside labour to displace higher paid local labour. It was agreed that the assistance of the British Dockers' Union should be sought in making representations to the overseas shipping companies concerned.

#### Safety of dock work

In connection with a proposal submitted by the Finnish union urging the need for measures to safeguard seamen and dockers against accidents during loading and unloading operations, special attention was drawn to the publication of the ILO Code of Practice on the Safety of Dock Work. The ITF was instrumental in securing the setting up of the ILO Committee of Experts which drew up the Code, and ITF representatives played a considerable role in the two meetings held by that Committee. It was agreed that dockers' unions affiliated with the ITF should do all they could to further observance of the principles and practices formulated in the Code by the laws and regulations concerning the safety of dock work, especially where standards fall short of those formulated in the Code.

#### Coordination and integration of transport

Note was taken of a report prepared by an ITF Committee of Experts on transport policy problems at national and international level. The report was the result of several years of study into problems connected with the coordination and integration of transport by rail, road and inland waterways. In view of the proposal that other branches of transport, including airports, should be brought within the scope of the investigation, it was agreed that a meeting of the Dockers' Sectional Committee should be held at an early date to consider the matter from the point of view of the port industry.

#### Dockers' role in relation to the "flag of convenience" problem

There was a long general discussion on this problem, during which views were once more exchanged on the difficulties facing dockers' unions in taking action against "flag of convenience" ships. Owing to restrictions imposed by law in some countries, by collective bargaining arrangements in others, actions of this kind were liable to involve unions in costly legal proceedings. Other resistances encountered in this connection were also referred to.

Resolutions

Right to strike for dockers in colonial territories

This Conference of the Dockers' Section, meeting in Amsterdam on 24 July 1958 during the Biennial Congress of the ITF;

Having heard once again reports of the backward social conditions obtaining in the ports of East Africa, notably in the port of Mombasa in Kenya and the ports of Tanga and Dar-es-Salaam in Tanganyika;

Noting that the workers in these ports are denied the right to strike through the fact of the port industry coming within the scope of the Essential Services Order;

Noting further that the same method is adopted for denying the right to strike to other categories of transport workers and other workers in colonial territories;

Observing that the right to strike is a fundamental trade union right and indispensable to the defence of workers' rights and the raising of social standards;

Deplores the use of the port industry as an essential service as a pretext for depriving dock workers in colonial territories of a right recognized in socially advanced countries and laid down in ILO Convention No. 87 concerning freedom of association and right to strike;

Pledges all possible support to the trade unions of dock workers in the territories concerned in their efforts to win the right to strike and to improve the working and living conditions of their members;

Requests the Congress of the ITF to consider the desirability of taking similar action on behalf of the workers of other branches of transport who are at present denied the right to strike by application of the Essential Services Order in colonial countries.

North Sea Channel ports

This Conference of the Dockers' Section, meeting in Amsterdam on 24 July 1958 during the Biennial Congress of the ITF;

Having learned that the Governing Body of the ILO at its last meeting postponed action on the resolution adopted at the sixth session of the ILO Inland Transport Committee (Hamburg, March 1957) and calling for the holding of a tripartite conference for the North Sea Channel ports;



International Transport Workers' Federation  
Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

REPORT

on the Conference of the Road Transport Workers' Section

The section of Road Transport Workers met Thursday 24 July 1958 at 14:00 hours.

The following countries were represented (numbers of delegates in brackets): Austria (1), Belgium (2), Brazil (1), Cuba (4), Denmark (1), Finland (1), France (2), Germany (4), Ghana (1), Great Britain (11), Luxemburg (3), Mexico (1), Netherlands (4), Norway (1), Rhodesia (1), Spain (1), Sweden (4), Switzerland (1), United States (7).

The past chairman of the section, H. W. Koppens, was re-elected unanimously by acclamation and also appointed rapporteur of the Conference.

Report on activities

The main points of discussion in connection with the report of activities were the problem of change-over from trams to buses in urban areas and the question of one-man operation of buses.

Summarizing the discussion the section secretary pointed out that the social aspects of these problems had been considered at the Section Conference at Stuttgart 1956 on the basis of a report of Brother Goldof (Belgium). The economic aspects of urban short distance transport on the other hand had been discussed within the framework of the report on problems of transport policy which is to be discussed by Congress.

The Conference decided to refer the social aspects which are connected with these problems to the Section Committee for further discussion and to submit a report thereon to the next Section Conference.

The report on activities was then adopted unanimously.

ibility of a small tripartite conference being called by the ILO in the near future. In the meantime the Secretariat should compile a summary of the opinions expressed by the various unions.

Delegates were asked to inform the ITF without delay of the opinions held by their organizations in this matter in order to enable the Section Committee to discuss them at its next meeting.

#### Time and place of the next Section Conference

The Chairman mentioned that the Section Conference since the second world war had taken place at Utrecht, Paris, Zurich and Stuttgart.

Brother Klinga (Sweden) then expressed the wish of the Swedish Transport Workers' Union to organize the next Section Conference at Stockholm.

The Conference warmly welcomed this suggestion and decided to organize the next conference of the section in summer 1959. It was further decided to request the Executive Committee of the ITF to approve of Stockholm as venue of this conference.

#### Election of the Section Committee

The Section Conference was informed of the retirement of Brother A. Askeland, Norway, in which connection the chairman asked on behalf of the Section to convey to Bro. Askeland his thanks for his cooperation extending over many years.

The following members and substitutes of the Section Committee were then elected:

|               | <u>Member</u>  | <u>Substitute</u> |
|---------------|----------------|-------------------|
| Belgium       | G. Hendrickx   | J. Geldof         |
| Denmark       | E. Borg        | E. Winther        |
| Germany       | J. Stelldinger | A. Christ         |
| Finland       | S. Koutio      | O. Aarnio         |
| Great Britain | F. Cousins     | F. Eastwood       |
| Italy         | E. Leolini     | L. Gatti          |
| Netherlands   | H. W. Koppens  | J. de Later       |
| Norway        | H. Bakke       | E. Aasen          |
| Austria       | L. Brosch      | A. Feham          |
| Sweden        | S. Klinga      | G. Carlsson       |

#### Any other business

The director of the Regional Office of the ITF in Mexico, Brother L. Martinez, reported on the considerable difficulties with which the transport workers of Peru and Uruguay had to contend.

International Transport Workers' Federation  
Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

COMPOSITION OF THE GENERAL COUNCIL

At the last Congress (Vienna, July 1956) the General Council of the ITP was enlarged from 33 to 40 members. This permitted of a grouping of countries on a more representative basis than previously. Since the Vienna Congress there has been a further increase in the number of affiliated countries, namely from 45 to 54. It would therefore seem desirable to enlarge the General Council again by a few seats in order to permit of as satisfactory a coverage as possible. The matter was considered at the pre-Congress meeting of the Executive Committee, which decided to recommend that for the coming period the General Council should consist of 43 countries grouped as set out in the table.

The Congress timetable provides for meetings of the "Electoral Groups" at 9 a.m. on Wednesday, 30 July. At these meetings the representatives from the countries bracketed together in the different groups should agree on the nominations to be made for the number of seats on the General Council indicated in the table, after which Congress will vote on the nominations. The Constitution of the ITP provides also that deputies should be elected to serve in the absence of titular members of the General Council. The Electoral Groups should therefore at the same time nominate the number of deputies indicated in the table.

The Constitution lays down in Rule VII the basis of representation for the General Council and refers to cases in which additional representation may be provided by special decision. Several categories have to be distinguished in this connection. Countries like France, Greece and Italy have in the past enjoyed separate representation on the General Council, and it would seem desirable to continue the practice for the sake of tradition, even though the paid-up membership in these cases falls below 50,000. In the case of regions where trade unionism is still in the process of developing the reasons for providing appropriate representation will also be appreciated. Australasia is a case where the ITP has a comparatively slight footing at present, but there are good prospects of extending it in the near future, so that here too representation is fully justified. There is also the special case of Germany, for which a special decision is required to permit of more than one seat per organization. Finally there is the case of trade unionists in exile. It is proposed that



Caribbean Area

17. Grenada-Jamaica-St. Lucia-  
Trinidad

North America

18. Canada  
19. United States

Trade Unionists in Exile

20. Estonia-Poland-Spain

Remarks

- a. Special decision required to confirm representation of a national or regional group of less than 50,000 paid-up members.
- b. Special decision required to confirm the allocation of more than one seat per organization.
- c. Increased representation provided for.

- 3 -

Members

Deputies

Remarks

1

1

a

1

4

1

4

1

1

a

International Transport Workers' FederationTwenty-Fifth CongressAmsterdam, 23 July to 1 August 1958CONFERENCE OF THE SEAFARERS' SECTION

The Seafarers' Section met in the afternoon of Friday 25 July. It was attended by officers' and ratings' representatives of twenty-seven organizations in Belgium, Canada, Denmark (two unions), Estonia, Finland, Germany, Great Britain (two unions), Greece, Iceland, India, Japan, Netherlands, New Zealand, Norway (two unions), Pakistan, Sweden (two unions), Switzerland, and the United States (three unions). The representative of the ILO, E. Bell, also attended.

The Section elected T. Yates (British National Union of Seamen) as Chairman and D. S. Tennant (British Merchant Navy and Airline Officers' Association) as Vice-Chairman for the coming period. It was agreed that the Chairman should act as Rapporteur of the Conference.

Report on Activities

The Report on Activities for the years 1956-57 and a Supplementary Report for January to July 1958 were adopted. During the discussion the following matters were dealt with:

Territorial Seas

The Fishermen's Section had at its conference of the previous day adopted a resolution once more defining the position of the Section on the problem of territorial seas, in the light of the results of the UN Conference on the Law of the Sea held in Geneva earlier in the year. After the Chairman of the Fishermen's Section, who was also taking part in the Seafarers' Conference, had conveyed a request that the latter conference should associate itself with the Fishermen's resolution, it decided to do so once more in support of the principle of the three-mile limit.

Inspection of conditions on board

A discussion took place on proposals submitted by the Finnish and Swedish seamen's union. The latter pointed to the need for effective arrangements to ensure observance on board ship of the social conditions laid down by laws and regulations. The Finnish proposal was prompted by the high accident rate to dockers and seafarers during loading and unloading operations and the need to improve arrangements for enforcing observance, on an international scale, of the standards laid down by national safety regulations and the ILO Convention (1932) concerning the Safety of Dock Work.

(Chile), R. M. Solabarria (Cuba), S. Fron Andersen (Denmark), E. Kuun and E. Matslov (Estonia), N. Wallari and N. Lynqvist (Finland), G. Gendrom and J. Philipps (France), H. Hildebrand (Germany), T. Yates and D. S. Tennant (Great Britain), M. Petroulis, D. Benetatos and substitute P. Kalapothakis (Greece), J. Knight (Grenada), J. Randeri (India), A. Barrach (Israel), U. Romagnoli and L. Mucci (Italy), Y. Nabasawa (Japan), P. de Vries and W. van Driel (Netherlands), J. Herlihy (New Zealand), G. Hauge and L. Lerstad (Norway), J. Krainski (Poland), R. S. Oca (Philippines), J. Thore and a seat vacant (Sweden), E. Hofer (Switzerland), J. Hawk and J. Curran (United States).

#### International Fair Practices Committee

The Section elected the following to the seafarers' side of the International Committee for the Promotion of Fair Practices of the ITF: W. Cassiers (Belgium), D. S. Tennant (Britain), H. Hildebrand (Germany), M. Petroulis (Greece), P. de Vries (Netherlands), Th. Sonstebj (Norway), seat vacant for the USA. Ex-officio members: T. Yates (British Seamen, Chairman), O. Becu (ITF General Secretary) and L. White (ITF Special Officer).

#### Section Secretary

It was decided to recommend to the Executive Committee of the ITF that K. Santley, hitherto Assistant to the General Secretary for the Dockers', Fishermen's and Seafarers' Sections of the ITF, should be appointed to the post of Section Secretary.

#### Obituary

The Section honoured the memories of two comrades whose death had not been recorded in the General Report before the Congress, Jerker Svensson, President of the Swedish Seamen's Union (deceased December 1956) and Ingvald Haugen, President of the Norwegian Seamen's Union (deceased June 1958), two comrades who had dedicated their lives to the cause of seafarers, both at home and in the international sphere. The Section stood in silence to the memory of the departed comrades.



International Transport Workers' FederationTwenty-Fifth CongressAmsterdam, 23 July to 1 August 1958NOMINATIONS FOR THE GENERAL COUNCILMembersDeputies1: Austria-Switzerland (seats: 2)

J. Matejeck (R)

W. Svetelsky (T)

Nominated by: R. Fraund  
Austrian Railwaymen

H. Duty (R)

E. Hofer (T)

Nominated by: Switzerland

2: Benelux (3)R. Dekeyzer (T/S), Belgium  
Ch.P. Leurs (R), Luxemburg  
H.J. Kanne (R/T), NetherlandsD. Harms (S),  
Netherlands  
-----Nominated by: W. Kieboom, ex-off of  
Belgian, Netherlands and  
Luxembourg Unions.3: Denmark etc (3)E. Borg (T), Denmark  
G. Hauge (T), Norway  
G.W. Widing (R), FinlandK.Kjoniksen(T),  
Norway  
S. From Andersen  
(S) Denmark  
P. Madsen (R),  
DenmarkNominated by: Denmark, Finland, Iceland  
and Norway.4: France (1)

P. Laurent (R)

R. Lapeyre (CA)

Nominated by: P. Laurent  
R. Lapeyre

| <u>Members</u>   | <u>Deputies</u>         |
|--|-------------------------|
| <u>5: Germany (4)</u>  |                         |
| Ph. Seibert (R)  | F. Eichinger (R)        |
| F. Schreiber (R)   | Miss L. Raupp (R)       |
| Nominated by: Ph. Seibert<br>F. Schreiber  |                         |
| A. Kummernuss (T)  | O. George (T)           |
| H. Hildebrand (T)  | H. Staldinger (T)       |
| Nominated by: German Transport Workers' Union  |                         |
| <u>6: Great Britain (4)</u>  |                         |
| F. Cousins (T)   | D.S. Tennant (S)        |
| S. F. Greene (R)   | A. Hallworth (R)        |
| M.J.P. Webber (R)  | J.V. Bailey (T)         |
| T. Yates (S)   | J. Brannigan (T)        |
| Nominated by: British delegations  |                         |
| <u>7: Greece (1)</u>   |                         |
| M. Petroulis (S)   | St. Dimitracopoulos (R) |
| Nominated by: Greek delegations  |                         |
| <u>8: Italy (1)</u>  |                         |
| E. Leolini (T)   | E. Semenza (R)          |
| Nominated by: SAUPI<br>SIUF<br>FILTAT  |                         |
| <u>9: Sweden (1)</u>   |                         |
| S. Klinge (T)  | G. Kolare (R)           |
| Nominated by: Swedish Railwaymen<br>Swedish Transport Workers<br>Swedish Seamen<br>Swedish Deck Officers and R/O<br>Swedish Marine Engineers<br>Swedish Stewards<br>Swedish Commercial (Civ. Av.)<br>Employees |                         |

| <u>Members</u>                             | <u>Deputies</u>                     |
|--|-------------------------------------|
| <u>10: Middle East (2)</u>                 |                                     |
| Z. Barash                                  | -----                               |
| Nominated by: Z. Barash                    |                                     |
| <u>11: Africa (4)</u>                      |                                     |
| C. Heyman, Ghana                           | H.M. Luande, Uganda                 |
| W.M. Chakulya, Rhodesia                    | M.B. Ottoo, Ghana                   |
| J.D. Akumu, Kenya                          | E.N.E. Kanyama, Tanganyika          |
| M. Makinde, Nigeria                        | M.A. Labinjo, Nigeria               |
| -----                                      |                                     |
| <u>12: Ceylon-Hongkong-India-Korea (1)</u> |                                     |
| J.D. Randeri (S), India                    | M. Kotwah (D), India                |
| Nominated by: J.D. Randeri                 |                                     |
| <u>13: Japan (2)</u>                       |                                     |
| T. Nishimaki (S)                           | -----                               |
| K. Suzuki (R)                              | -----                               |
| -----                                      |                                     |
| <u>14: Indon-sia etc (2)</u>               |                                     |
| P.S. Oca, Philippines (T)                  | J. Jacob, Indonesia (D)             |
| M.A. Khatib (T)                            | E. Sano, Philippines                |
| -----                                      |                                     |
| <u>15: Australasia (1)</u>                 |                                     |
| J. Herlihy                                 | -----                               |
| Nominated by: <del>J. Herlihy</del>        |                                     |
| <u>16: Latin America (4)</u>               |                                     |
| P. Pomar (T), Cuba                         | F. Balbuena (R), Cuba               |
| A. Bono (R), Argentina                     | M. Lopez (T), Brazil                |
| E. Padilla (CA), Colombia                  | M. Machin (R), Uruguay              |
| M. Meza (T), Mexico                        | T.H. Gutierrez (D),<br>Br. Honduras |



| <u>Members</u>   | <u>Deputies</u> |
|--|-----------------|
| 16: (continued)  |                 |
| Nominated by: J. Caceres, Colombia<br>A. Estrada, Cuba<br>A. Rodriguez, Cuba |                 |
| S.A. Pequeno (T), Brazil   | -----           |
| Nominated by: S.A. Pequeno   |                 |
| 17: Caribbean (1)  |                 |
| J. Knight  | -----           |
| Nominated by: J. Knight  |                 |
| 18: Canada (1)   |                 |
| F. Hall (R)  | -----           |
| Nominated by: E. Robson  |                 |
| 19: USA (4)  |                 |
| P. Hall (S)  | -----           |
| M. Quill (CA)  | R. Faupl        |
| A.E. Lyon (R)  | G.M. Harrison   |
| Nominated by: Railway Labor Executives' Association                          |                 |
| 20: Estonia-Poland-Spain (1)   |                 |
| L. Riiza   | -----           |
| Nominated by: L. Riiza   |                 |

MORNING SESSION

Saturday, 26th July 1958

The President declared the session open at 9 a.m.

Brother McGu apologized for the omission from the list of ITP dead in the Report on Activities of Brother J. Svensson of the Swedish Seamen's Union.

The Congress stood in silence in tribute to Brother Svensson.

Brother D. Tennant, Merchant Navy and Air Line Officers' Association, requested the postponement of the Civil Aviation Section meeting from Saturday to Monday afternoon as the Joint Conference of the Seafarers and Dockers' Sections was meeting at the same time on Saturday afternoon and some members of both sections were interested in the subjects under discussion at the Joint Conference.

Brother McGu said that it would be possible technically for the Civil Aviation Section meeting to be held on Monday afternoon. A number of civil aviation delegates, having only a short time off to attend the meeting, had however come only for the Saturday session. It must be for them to agree on the postponement from Saturday to Monday.

Brother J. Moray, Transport Workers' Union of America, said that he had come for the civil aviation section meeting only. He had received a cable concerning difficulties with American Airlines and would have to return on Sunday.

It was agreed that the Civil Aviation Section meeting should be held as arranged.

Brother J. Thore, Swedish seamen, said that his union entirely forgave the General Secretary for the omission concerning Brother Svensson, these slips could always happen in any organization.

He said that the Scandinavian unions formed a large group and were greatly interested in international trade union co-operation and advancement, and in supporting the important life work of the ITP. Speaking of seafarers' conditions of employment, he said that it was necessary to work not only for one country but for all nations. Much had been achieved for Swedish seafarers, but there were still many problems to be solved. Conditions in the Swedish merchant marine were not good. The standard of living of Scandinavian seafarers and seafarers in general was threatened by ships under flags of convenience. So long as they were unable to conduct an energetic campaign against these flags, they would be unable to gain a proper standard of living. The Panlibhonco fleet now stood at 12,000,000 tons, Liberia had 650 and Panama 565 ships. It was clear that greater ITP efforts were necessary for the solution of this problem. The Joint Conference of the Seafarers' and Dockers' Sections would propose future action, but it was

necessary for all transport workers to know the facts; and for concentration on actual concrete suggestions to enable real action to be taken for the solution of the problem.

Brother R. Perez, Cuban civil aviation workers, greeted the Congress in the name of the Cuban workers. He regretted the failure of the ILO Bipartite Civil Aviation Conference.

It was urgent for all Cuban civil aviation workers to strive for improved wages for both pilots and other crew categories. The introduction of jet planes would cause an hour's work to be done in practically speaking half the time. Mention had only been made of increased salaries for pilots, but it was necessary to strive for increased wages for all crew members and also for reduced flying hours for all. Greater technical capacity in the jet age was demanded from pilots, and from crew members serving passengers, a greater physical effort.

He hoped that a new and strengthened regional organization for Latin America would arise as the result of the Amsterdam Congress. Compared with the magnificent conditions of service existing in, for example, the United States, Great Britain and the Netherlands, Central and South American civil aviation workers suffered from bad conditions and unlimited hours of duty. The majority of civil aviation workers were either not organized at all or in "yellow" partially employer-controlled unions. He urged ILO action to cover all Latin American civil aviation organizations not yet under its protection.

Brother C. Heymann, Ghana transport workers, greeted the Congress on behalf of the Ghana Trades Union Congress and Ghana transport workers' organizations. He referred to his maiden speech at the Vienna Congress when he had spoken of the economic and social development and the role of transport in the potential development of his country, then the Gold Coast. It was now an independent country showing remarkable industrial development. Brother Heymann referred particularly to road construction development. There was now a 28,000-mile road system. To complete transportation development, it was necessary to review the road transport legislation introduced under colonial rule. Steps had been taken to repeal this legislation by means of the revised road transport legislation of 1957. Measures introduced included a highway code, vehicle construction limitations, the registration of motor vehicles, road safety measures, third party insurance and the implementation of international road transport agreements. The government's conciliatory attitude had enabled the successful passage of this legislation. Brother Heymann then spoke of the trade union reorganization taking place in Ghana. The present Trade Union Congress was an advisory body and hardly capable of promoting economic and social development for the workers. There had also previously existed a multiplicity of unions. This was weakening and the first need for the transport workers was to reconstruct their organization into a larger and stronger union. A wrong impression had been given of the existence of anti-British feelings. This was not so. They were working for the evolution of



a democratic and truly African personality. Consultations were now going on between the Ghana TUC, employers' organizations and the government for the repeal of trade union legislation; the government had guaranteed its support for help in the development of a strong trade union movement.

Brother Heymann went on to say that a free Ghana was nothing without freedom in the rest of Africa. Some colonial powers hoped for the failure of Ghana. Some European brothers condemned the sufferings of Hungary and Poland, but remained complacent about those of Africa and Asia; for example, Kenya, the Apartheid policy in South Africa and the massacre of villagers in North Africa. These were facts; and a mockery of democracy, freedom and social justice. He spoke with appreciation of the ITF regional activities in Africa and the opening of the Lagos office, and of the sacrifices made by organizations in the United States and Great Britain in assisting the development of regional activity programmes in Africa. Ghana transport workers would assist the ITF African regional office wherever it was situated. Their wish was to reach equality with their American and European colleagues and to bring to an end their own need for financial assistance. He paid tribute to the help given them by the ITF General Secretary Omer Becu, and emphasized the readiness of his organization to give to the ITF all possible help.

Brother P. de Vries, Netherlands seafarers, spoke with appreciation of the work over the past two years of the ITF Executive Committee and more particularly of the part played by its General Secretary Omer Becu. He emphasized that he was thinking not only of concrete results achieved, but also of activities which were only stages on the road to the achievement of the ITF's aims.

European unity was one of the problems on which the ITF would have to adopt a long-term policy. It might be considered a purely regional problem, but it was essentially international and its solution should be of interest to Europeans and non-Europeans alike. The future of the whole world was closely bound up with the future of Western Europe. The problem of the underdeveloped areas must also be the subject of long-term planning. This did not mean that we should act slowly. Long term planning, however, was essential to achieve our aims as soon as possible in regard to both these problems.

Brother de Vries then spoke on the problem of flags of convenience for which a new name "flags of necessity" had been coined by certain shipowners. The acceptance by maritime unions of this phrase depended entirely on the attitude of governments and shipowners towards the danger of "flags of convenience" to the economies of traditional maritime countries and on their willingness to collaborate with seafarers in the fight against this modern form of piracy. Article 29 of the Régime of the High Seas (United Nations Law of the Sea Conference) stipulated a "genuine link" between the ship and the country whose flag it was flying. This stipulation could be developed into an important instrument in the struggle against "cheap flags". Brother de Vries referred in this connection to a maiden speech by a prominent Netherlands shipowner

recently elected to the Netherlands Upper House, in which he concluded that something substantial had been achieved at the Law of the Sea Conference in Geneva, but that the Conference still had a long way to go. In its original text Article 29 had provided for the genuine link principle to be so applied that other states could also decide whether a ship had a right to the flag under which it was sailing. Due primarily to American opposition this provision was dropped. He said that he could to a certain extent understand the American position and might perhaps have sympathized if they had shown understanding of the problems which "cheap flags" involved for other countries. Not so, however; on the contrary it was quite plain that the Americans were very keen on making use of the advantages provided by this kind of flag in the field of taxation and that they profited from the fact that other countries were without such facilities. It was necessary to make a real attempt to apply in practice the stipulations of Article 29 on an international basis. (He had great admiration for the efforts of the ITF in this respect, mentioning for instance the pamphlet on the subject issued by the International in the previous year.) He himself would like to ask the Netherlands Government to continue to deal with the problem at international level and to work for further implementation of the stipulations of Article 29 at that level. Alone, he believed they could achieve little or nothing, but in company with other interested countries they might perhaps finally succeed in safeguarding their country's maritime industry. Brother de Vries said that the ministerial reply to the Netherlands shipowner's speech had been encouraging, in that he believed that the results of the Conference on the Law of the Sea had been more than a mere laying down of principles. The stipulations of the Regime of the High Seas represented a number of rules of international law which would be binding, as soon as the treaty came into force on the states accepting them. The atmosphere prevailing when the Conference adopted these views had implied that a large number of states would consider them as binding. He believed, too, that not inconsiderable influence would also be exerted on those states which did not give their formal approval. The question of sanctions whether or not regulated by international law was a difficult one if the principles of free passage and non-discrimination in the maritime industry were to be maintained. An attempt to consider this problem had been made in the report of the Maritime Committee of the OEEC; it had not, however, been sufficiently thought out in international discussions on flags of convenience.

Brother de Vries said that he agreed with Brother Hildebrand that future ITF activity against flags of convenience should be directed towards the calling of a conference of representatives of governments, shipowners and seafarers of real maritime countries to try to further implement the principle of the genuine link. He hoped that common sense would prevail among governments and shipowners, but recalled the words of the late Ingvald Haugen (spoken at a recent meeting of the seafarers' section) suggesting that if governments and shipowners were unwilling to co-operate in the struggle, maritime unions would have to start advocating employment, organization and the obtaining of the best possible wages and

conditions in "flags of convenience" ships, which would then become for seafarers "flags of necessity".

Turning to fishermen's problems, Brother de Vries paid a special tribute to the preparator's work by the ILO Committee of Experts set up in 1954, expressing particular appreciation of the rôle played by Mr. Thurner, the Netherlands Government representative, chairman of that Committee and also rapporteur of the committee in the plenary and Committee Proceedings of the 42nd International Labour Conference, 1958, which adopted three conventions on fishermen's conditions, and a resolution requesting the ILO Governing Body to set up a special committee to ensure continuity in the treatment of the fishing industry in the ILO. The time would soon come when they would no longer need to speak of the fisherman as the "forgotten worker".

Finally, Brother de Vries supported the proposal for the payment of the increased affiliation fees by organizations with larger memberships, concluding with the phrase "Give the ITF the tools, and it will finish the job".

Brother Becu then announced, in connection with the problems of the flags of convenience, that on the previous day in both the dockers' and seafarers' sections, it had been possible to communicate the news of the stoppage by our Finnish friends of one of those ships, the "Dimitracis". The owner of the ship had not been willing to enter into an agreement with the ITF, and Finnish dockers had refused to load the ship. The shipowner, however, had decided to try to sail the ship without taking any cargo. The Finnish Pilots' Union refused to take the ship out of harbour. The ship left port without a pilot but ran aground, and Brother Becu had just received a cable confirming that it was still solidly aground. It was too bad for the shipowner that he had not wished to conclude an agreement. Brother Becu announced a further communication from the Finnish Pilots' Union of its Executive's decision to affiliate with the ITF. (Applause.)

Brother Becu then read a cable from Brother Joustra, a very good friend of the ITF, a member of the ITF Management Committee between the two world wars and for many years also a member of the Executive Committee. He had unfortunately met with a motor accident, his bicycle having collided with an automobile and was now in hospital. Brother Landskroon had visited him in hospital in Utrecht on behalf of the ITF. Brother Becu expressed the wish that Brother Joustra would be able to leave the hospital before the end of the Congress.

Brother Becu then read telegrams of greeting from the Grenada Seamen and Waterfront Workers' Union, the Philippine Transport Workers' Organization, from Brother Johansen in New York, the Cuban National Civil Aviation Federation, the Cuban Maritime Workers' Federation, the Tunisian Railwaymen's Federation and letters from Brother Courtts and the Technical and Harbour Workers' Union of Indonesia regretting that they were unable to be present.



Mr. E. Bell, International Labour Office, expressed his great personal satisfaction at being present at the ITF Congress.

He said that for nearly forty years the ILO had worked consistently against poverty, injustice and intolerance and he would like to pay tribute to the support accorded to the ILO throughout its existence by the ITF and its affiliated organizations. The Director-General of the ILO had designated him as his representative and he was happy to convey his greetings and good wishes to the Congress. He could not of course cover all the achievements of the ILO during its 39 years of existence, which included international standards relating to social policy, freedom of association, social security, labour inspection, forced labour and employment discrimination, but he referred to the decisions relating to the international status of seafarers taken at the 41st Maritime Session of the International Labour Conference and that of fishermen, at the 42nd Session of the International Labour Conference, which were the result of ITF initiative and action. The ILO was also giving close attention through its inland transport committee to the manifold problems of the inland transport industry, and to those of the civil aviation industry.

Many problems of a more general nature still awaited solution, in particular vocational training, safety at sea, seamen's welfare, Asian seafarers conditions, fishermen and labour-management relations. On the latter point, stress was being laid on the need for joint co-operation to enable adaptation to new technological methods and forms of economic organization to be made to serve the best interests of the community as a whole. He stressed the importance of this programme in relation to the less developed parts of the world where, while the modern industrial revolution was welcomed, traditional ways of life and family and communal ties were being disrupted. In this connection he spoke of the decision by the ILO Governing Body on the recommendations of its Committee of Experts on Social Policy in Non-Metropolitan Territories, Geneva December 1957, to establish, in response to a demand long advanced by the Workers' Group of the ILO Governing Body and the trade union movement in general, an ILO Field Office in Africa in January 1959; also a tripartite Advisory Committee for African territories south of the Sahara. The Director-General had also under consideration the holding of an African Regional Conference.

Turning to the question of freedom of association and the right to organize (on which conventions had been adopted by International Labour Conferences in 1948 and 1949), Mr. Bell stated that the ILO Governing Body had decided to undertake a survey of the actual position regarding freedom of association in all member countries of the ILO. Last month the Director-General had announced invitations by both the governments of the United States and USSR to send study missions to their respective countries. It was proposed that these missions should start in 1959. The ILO had not an easy task and its activities were restricted because of financial difficulties. It aimed always, however, towards its goal of universal and lasting peace based on social justice and the dignity of mankind, and looked confidently to the continued support

and goodwill of the trade union movement in its aims.

The President thanked Mr. Bell and sent the best wishes of the Congress to the Director-General of the ILO.

Brother F. Bialas, International Centre of Free Trade Unions in Exile, thanked the ITF for its invitation to him to attend the Congress as representative of the International Centre of Free Trade Unions in Exile, a sign of the solidarity of transport workers with their comrades behind the Iron Curtain, suffering under the communist dictatorship which had resulted in the destruction of human rights and liberty and trade union freedom. The workers of these countries whether in East Berlin, Poznan or Budapest had only one aim: to resist a régime whose words and promises were a contradiction to the real facts. He said that he did not wish to make a long speech about conditions in the Iron Curtain countries on which delegates were fully informed. He must, however, recall briefly the role of trade union leaders in these countries in the so-called "defence of workers' interests". All that they actually did was to ensure that the unions remained subservient to the Communist Party and obeyed its directives slavishly. Union leaders who remained conscious of their duties towards their fellow workers were speedily shown their place by their higher officers. Anyone in search of cheap popularity would act against the interests of the workers.

Brother Bialas said that it was dangerous for free trade unionists to accept in good faith statements that some Communist satellite countries were tending towards liberalization. This was not the case. The vital interest of the working class of the free world were bound up with the destinies of the enslaved peoples of the countries of Eastern Europe. As long as the present deplorable situation continued the international free trade union movement could not realize its aims and aspirations.

Finally, Brother Bialas expressed his thanks for the assistance and solidarity given by the ITF to his Centre, a solidarity which had contributed to the strengthening of the resistance of the workers in Iron Curtain countries in their fight for freedom and liberty.

The President stressed the unfailing sympathy of the ITF with the workers of the Iron Curtain.

Brother Webber, Chairman of the Credentials Committee, then submitted the first report of the Credentials Committee, the text of which had already been circulated to delegates. He mentioned two of its items: the question of voting which followed past practice and which he hoped Congress would adopt, and secondly, the Credentials Committee suggestion in the penultimate paragraph of the report that delegates holding proxies in respect of several unions should have the opportunity to represent them and sit in the Congress hall. The Credentials Committee had already met for the second time. The report of that meeting was in course of preparation and would be circulated in due course. He then moved the report.

The President suggested that Congress should wait before adoption until the report was complete.

The President then proposed adoption of the ITF Financial Report for 1956 and 1957. The Financial Report was unanimously adopted.

The President then laid before Congress Item 11 on the Agenda: resolutions and proposals submitted. He stated that the Executive Committee recommended adoption of Proposal I: Amendment to Rule VI of the ITF Constitution.

Brother E. Cousins, British transport workers, said that he was going to speak against the acceptance of the proposal, but did not wish it to be felt that he was going back on an Executive decision, being a member of the Executive Committee. It had not been possible for him to be at the E.C. meeting, and he had indicated that his organization had some reservations which he wished to put to Congress. The Executive had therefore given him the right to speak. He opposed the Report on the grounds that there were very limited facilities for the whole of the ITF to get together except on such occasions as Congress. Apart from the limited number of nations engaged on Executive activities, there were influential groups taking an active part only in sectional activity. He feared, as did several of the British transport workers' representatives, that the new arrangement might isolate them from those other than the group able to take part in the Executive work. It was, of course, a costly affair to get the Congress together, but he thought that they should be careful not to take a decision which would give them the right to meet less frequently, but would make their co-operative effort less effective.

Brother P. Laurent, French railwaymen, spoke on behalf of the resolution. He regretted that this proposal could not be supported by the voice of the late Ingvald Haugen of the Norwegian Seamen's Union. He instanced the fact that the French Railwaymen's Federation had decided to hold its Congresses at three-yearly intervals, and that this was the case more frequently now with the Congresses of other organizations. The ITF had once been of an almost entirely European structure which had not had the same obligations and was not so representative. Now as a result of the growth of the organization and under the two-yearly system, the preparations for the next Congress of the ITF had to be begun almost immediately the previous Congress finished. It was in the interest of ITF work and success that the holding of Congress should take place every three years.

Brother E. Pineda, Colombian aviation workers, brought greetings from the Colombian organizations. He said that the trade union movement in his country was in its infancy. They were still, not in a position to judge fully the activities under discussion. He was therefore not certain of what attitude to adopt on this question. It was clear, however, that problems including regional activities were on the increase. He therefore considered that the holding of the Congress at three-yearly intervals would be useful and would enable the ITF to deal with any problems arising. He therefore supported the proposal.



Brother H. Hillebrand, German transport workers, said that even before 1957 when financial considerations and expenses were a similar problem, the ITP Congress had met every two years. National unions met every three years for a reason. They had Executive Committees which met every six months and dealt with problems arising. They in the ITP were anxious to keep up personal contacts also. He was in favour of a two-yearly meeting. The General Council now met only on the occasion of the Congress and he was concerned at the possibility of it meeting at only three-yearly intervals.

The President said that a vote would be taken on the resolution by a simple majority.

The proposal was adopted: 94 in favour, 80 votes against.

The President then called on Brother W.J.P. Webber, to speak on Item 11 (2.) Resolution on Affiliation Fees.

Brother Webber, British Transport Salaried Staff's Association, said that the Resolution was designed to alter the present basis of affiliation fees to a flat-rate figure of 5d. per member. Its aim was to secure equal contribution per capita and to provide adequate resources for the ITP to carry on its work. ITP finances were based on two main funds, the first affiliation fees, and the second voluntary contributions of three pounds per thousand members. The ITP was the only ITO having a basis of a reducing figure according to the size of the organization and at present there were no less than twelve tables producing from £17 15s. per 1,000 to £4 per 1,000, if the membership were over 600,000. If it were over 350,000 the contribution per thousand was half of that for the smaller organizations, and they felt that the larger organizations should be better able to pay on a flat-rate basis, their overheads being less proportionately than those of smaller organizations. If affiliation fees had to be increased under the present method, it would bear even more heavily on the smaller organizations. This would be unfair.

He regretted the fact that the slight excess of income over expenditure in 1957 had been due to restraint in expenditure and activities. It was a pity that restraint should have to be exercised because of limited resources. Their aim should be to get more finances.

He said that it was true that they hoped to have more money out of affiliation fees, and that there were more affiliates. The majority of these, however, were from underdeveloped countries and could not pay full affiliation fees. Turning to the Edo Fimmen Fund, he pointed out that it was based on voluntary contributions only. His organization felt, however, that the ITP should have an assured income. He therefore proposed the introduction of flat rate contributions.

Brother Jacu said that this question had been very carefully considered by the Executive Committee. It was a very important and also a complicated matter. The Executive Committee therefore suggested the setting up of a small special committee to look into it before a general discussion took place. Brother Webber was in agreement with this suggestion.

The President then asked for nominations for the Committee. The following were elected: Brother Webber (Great Britain), Brother Schneider (Germany), Brother Yates (Great Britain), Brother Gibbons (United States), Brother Gunnarson (Sweden), Brother Padilla (Colombia) and Brother Lyon (United States).

Brother J. Horst, Transport Workers' Union of America, then asked for the special order of privilege to speak on the vote in connection with the holding of Congress every three years. He pointed out that under the ITF Constitution the vote was inappropriate because a full report had not been received of the Credentials Committee and there was not a two-thirds majority in the voting. He asked the Executive Committee to give the Congress an opportunity to vote in accordance with the Constitution.

Brother Beck then clarified the position regarding voting on amendments to the Constitution.

Brother Kummernuss, German transport workers, asked for a card vote to be taken on the proposed amendment.

Congress voted in favour of this by a majority.

The President said that a card vote would be taken at the opening of the Monday morning Session.

The Session closed at 12.15 p.m.

# MORNING SESSION

28th July 1958

The President opened the Session at 9 a.m. and reminded the delegates that they had agreed on Saturday to take a card vote at the beginning of the session on the proposal to amend the ITF Constitution so as to provide for an ordinary Congress every three years instead of the present two.

He then asked for the delegates' approval of the Second Report of the Credentials Committee which showed that the number of delegates had reached 223 and 62 advisers, representing 110 affiliated unions in forty countries and an aggregate membership of some five millions. The report was accepted.

At this point Brother Gauri of the US Machinists moved that the vote on the constitutional amendment should be deferred until a decision had been reached on other matters, mainly that of affiliation fees, which had a bearing on the subject. He was supported by Brother de Vries of the Dutch seafarers and fishermen but opposed by Brother Cousins, British transport workers and Brother Pomar, Cuban seafarers, who contended that the two matters, the question of a two- or three-yearly Congress and of affiliation fees, were separate issues.

The President said that on Saturday it had been agreed to hold the vote at the Monday morning session. He asked Congress if it wished to proceed accordingly and Congress agreed. He then said that to be carried the proposal would require a two-thirds majority.

The General Secretary, Brother Becu, pointed out that under the Constitution a card vote could be on the basis of fully paid-up membership as recorded in the previous quarter-year. Those unions not paying the full affiliation fee rate would be given a membership for voting purposes based on the amount actually paid. The voting strength of Congress on this basis was 2,853,200.

The card vote then took place and four tellers (Brothers Cousins, Summernues, Laurent and Lyon) were elected. Whilst the votes were being counted the General Secretary gave his reply to the debate on the Report on Activities for 1956-57 (Item 5 on the Agenda).

Brother Becu began by thanking all who had expressed appreciation for the Secretariat's work. It was not possible in the short time he had to reply to the remarks made by everyone who had taken part in the discussion. Many of the observations could not in any event be answered personally but required careful consideration by the Executive Committee: others had been or would be dealt with by the Sections; and others came more within the province of a comprehensive international trade union body, the ICPTU, rather than of an International Trade Secretariat.



He wanted however to make a general observation, namely to point out clearly that the work to be done in many countries or regions - whether undeveloped, partly developed or in the process of development - was the responsibility for the great part of the organizations in the areas concerned. It was not possible to do their job for them and if they were too weak for the task at the moment they should start the job of organizing. The ITP had been asked to tackle not only industrial but also political problems. True, the ITP's position on certain political matters was to be found in its Constitution but it could not be expected to act as a fully-fledged political organization all over the world.

He said there had been many references in the discussion to Regional Activities even though this was a separate item on the agenda. Naturally some overlapping of the two items was unavoidable and he too would have something to say on the subject later.

But he wanted for the moment to refer to the points about administration which had been raised by several delegates, particularly Brother Kanne who had opened the debate. It was not a question of blaming anyone. All he had to say was that if they did not take the necessary internal and administrative measures they would be in a frustratingly difficult position and he could not see how the Secretariat could cope. He had no hesitation in endorsing Brother Kanne's statement that the Secretariat was understaffed. They had in reality less staff than before the war. Of the 24 staff members listed in the Report on Activities one had since left and two were engaged on special activities in connection with Panlibonco shipping, leaving twenty-one. At one time before the war there had been as many as 23 on the Secretariat, and even allowing for the fact that his was reduced after the Nazis forced the disaffiliation of the German unions, there could be no comparison between the amount of work done then and the amount done now. The amount of correspondence had doubled; there were many more conferences, and there was much greater sectional activity. And here Brother Becu reminded Congress of his statement in 1950 that sectional activity, the bread-and-butter side to the ITP's work, was of paramount importance.

The fact that the Secretariat had managed to get through its work was due to splendid team-work. No one insisted that he had one job and would do nothing else. For example it was impossible for two people alone to handle the immense job of the Panlibonco campaign and help had to be given.

It had been said that they should have more conferences - and not only have more of their own but also attend those of others. They appreciated invitations to attend affiliates' conferences for these invitations were an indication of the regard in which the ITP was held, and they also appreciated invitations to tour this or that country but often they had to decline. When they had been able to go it was usually only for a few days; certainly there was never time for sight-seeing. It had been asked why certain staff members had left, but they had left of their own free will; one could not prevent that. In fact the turn-over in staff was small

and several members had over thirty years' service. There was much he could say on this subject and here he referred to the report on European transport integration and co-ordination which had been completed through the provision of the services of four experts from affiliated unions.

The Report on Activities had not been intended for the rank-and-file members of the affiliated organizations but for the union leaderships and he answered a remark that only very brief references had been made to missions by saying that these had been undertaken on the instructions of the Executive Committee and it had never been its intention that they should be the subject of extensive reports. They would like to send many more missions and many had been requested during Congress but there was a shortage of good trade unionists available to make them. It was important that the members of such missions should be experienced and capable for their advice was often sought and bad advice would reflect badly on the ITP.

Much had been said about the need for trade union education and whilst he agreed this was most important it was also a vast undertaking which the ITP had neither money nor staff to take on. They had such huge areas to care for and this was a job not for the ITP and its sections but for the whole movement. The ICFTU had opened a college in Asia and had others projected but even its resources were small compared with its responsibilities. The best the ITP could do was to send some transport workers' representatives to these colleges. It was necessary to cater for the different industries for it was better for a railwayman to meet a railwayman and a seaman a seaman rather than talk vaguely in terms of democracy which was unimpressive to a man with an empty stomach.

There had been numerous requests for assistance to unions to enable them to bring some of their leaders to Europe to study but he ventured to say that this was not the best way. It was better than their training should be on the spot, in their own environment. That was why it had been a wonderful idea of the ICFTU to set up a training school in Africa and he thought it was essential to work closely with them not only on this occasion but in this field of activity generally. It did not mean a surrender of the ITP's autonomy; it meant that they thought it was time to pool their resources and thus avoid the duplicating or even trebling of the same work, and avoiding all the waste of time and money that entailed.

The ITP had been the first to request this pooling and it had repeated its request constantly to the ICFTU and the other ITs. There was no time to lose. The weak organizations had to mature more quickly than the older trade unions had; they had to learn from their mistakes, for they too had once been in the same position as the weaker organizations found themselves in today. This was something the African unions in particular should remember for they sometimes thought all white people were the same as in their own countries. It was well to remember that there were poor whites too. Black or white, they were all on the same earth and

whether the organization was the ICFTU or the ITP their aims were the same. The joint action he had sought between the different organizations had been evidenced in the ITP/ICFTU mission to Japan which had enhanced the prestige of both organizations in that country enormously. If that could be done once then why, he asked, should it not be done often. The ITP representatives at the recent meeting of the ICFTU Consultative Council had spoken in this vein and the meeting had finally agreed to set up a joint committee of ICFTU representatives from the major ITFs engaged or contemplating being engaged in regional activities. Even so, it would not be easy and they should have to pick out special regions for attention and special industries where the possibilities were promising. It would still be only on a small scale but it would be a start.

So far, the ITP itself had only scratched the surface. It had offices in Latin America and Asia and one being established in Africa but they could be no more than information bureaux. The Latin American office, for example, had a staff of two people and an office boy to cover a vast continent. And if it had not been for special donations, particularly from the United States, the office could not carry on even on that basis. But one day it would have to be extended and if they wanted to handle special problems they should have to have special machinery.

He had been to Africa, covering nine countries in 21 days. His African friends had been pleased to see him but had wanted to know why the stay was so short. The answer was that there had been so much ground to cover. The contacts then had brought a large number of affiliations but he disagreed with the argument that a two-yearly Congress was necessary to bring them together. He should like to see them have their own conferences in Africa.

At this point Brother Beck spoke against the idea of making the ITP a charitable organization such as that run by the Communists and the Moral Re-Armament Movement. He thought it was good for organizations to make as much effort of their own as possible and those from the weaker organizations present would know that the ITP had helped to the limits of its resources. It had to be borne in mind that affiliates had responsibilities as well as rights and at the next Congress they might find that some organizations which had not lived up to their responsibilities were no longer with them.

Nevertheless the ITP had a duty to help the poorer workers, a duty expressed in its Constitution. No one who had not been to some of the areas of Asia and Africa could really appreciate the degradation in which many lived. In Africa he had seen men digging underwater for sand to scrape a bare living, working for 10 to 12 hours a day for a couple of shillings. It was in the ITP's and the free world's selfish interests to give assistance, for the results of exploitation could be seen in the Middle East where governments associated in the workers' minds with exploitation had been overthrown. It was not enough to be negatively anti-Communist; they must see that the nationalist revolutions they had witnessed were not followed by social revolutions of the wrong kind. A durable peace could only be sustained by establishing social justice, human rights and human dignity.



The ITF had its part to play but it needed the tools. It was the job of Congress to provide them.

The President thanked the General Secretary for his summing up of the debate. The Report on Activities was then accepted unanimously.

Brother Cousins, one of the tellers, announced the result of the card vote on the proposal to amend the Constitution to provide for triennial rather than biennial ordinary Congresses. He reported that 1,213,200 votes had been cast in favour and 1,492,000 against.

The President then declared the proposal to be rejected. Discussion of item 8 was deferred and Congress proceeded to item 9, Regional Activities.

Brother Soares, Director of the ITF's Asian Office, said that a brief report on the position in Asia had been contained in a document circulated to Congress but he thought it worthwhile to recall the aims of the Office as set out at the Asian Transport Workers' Conference in 1955 and endorsed by the Executive Committee: to co-ordinate activities in the area, disseminate information, to establish contacts with non-affiliated organizations, and to increase the number of Asian affiliations. Congress had to judge how successful they had been.

Many Asian areas were still unrepresented in the ITF family. They had good friends in some countries - Burma, Singapore and Ceylon for example - and elsewhere the ITF was known and respected. But why were there not more affiliations? One factor was the inability to establish first-hand, intimate and informal relations, essential in the area, since resources of money and time did not stretch to it. Other factors were political instability, nationalism, Communism and anti-Western feeling. In other places deep differences between rival trade union centres, such as in India and Japan meant that the ITF was regarded as a good friend but no more. In Indonesia too the number of democratic trade unionists outnumbered the others but they were divided among themselves.

Nothing could take the place of the personal contacts which were highly valued in many countries.

He agreed from his own experience with the General Secretary's assertion that educational activities, wherever run, were better conducted on the spot and although publicity and educational material could not, as he had already indicated, surpass personal contacts in value it was still very welcome although the language difficulty could not be adequately met with the Office's present resources. He agreed also that bringing union leaders to Europe was not as good a way as sending representatives to their countries.

Brother Soares appealed for co-ordination between the various international free trade union bodies, for Tokyo was one place where the lack of co-ordination and the consequent waste was obvious. The present position also had a bad result in that some unions lost interest in the ICFTU once they joined an ITS.

Brother Martinez, Director of the Latin American Office, first briefly recalled the development of the ITF's concerted activities in Latin America which dated from 1938. A few years after the Second World War the ITF had set up a special section in London and after field-work by the late Brother Gomez activities had gradually increased until the Executive Committee decided on the establishment of the Mexico Office in 1955. Following the death of Brother Gomez and after a conference attended by the General Secretary and Brother Lyon, he had taken over.

The area comprised 20 countries, different in character if the same in language. It was a difficult task but considerable progress had been made in the last two years. Compared with the affiliated membership of 172,000 from nine unions as at the end of 1955 there were now 32 affiliated organizations with almost half a million members. He believed that this could be doubled and during a recent tour of nine countries he had received firm promises from a number of organizations that they would consider affiliation. The Argentinian railwaymen's union with well over 240,000 members was to consider a proposal to affiliate at its next Congress. Brother Martinez then referred to the possibility of gaining the re-affiliation of the Argentinian seafarers' organization and also the affiliation of the river pilots.

Referring to the recent Caribbean ICFTU-ORIT Conference he said that the transport workers there had shown great interest in the ITF and had decided to set up a regional and sectional organization for transport workers with the eventual aim of forming a Caribbean transport workers' federation.

In Caracas, Venezuela, the resuscitation of the transport workers' movement was in progress. From there he had gone to join the ITF's representative on a mission to Argentina, where he had obtained many promises of affiliation. The Frondizi government was not helping there however and there was a danger that the trade unions might once more fall into the wrong hands. He then dealt with the serious unemployment situation among seafarers in Paraguay, Uruguay and Argentina and asked for support for them in their difficulties. Dealing with the efforts to revive free transport workers' organizations in Peru he described the vicious tactics adopted by Communists there to keep control. The picture in Colombia was brighter since the present Minister of Labour was favourably inclined to the workers and if the unions could be put on the right foot there was every chance that they could prove viable.

He concluded by appealing for even greater attention to the needs of the Latin American area and expressed the opinion that given the means the ITF could gain a membership of one million in the area.

M. Labinjo (Hon. ITF representative for Africa) said that he would be brief as Brother Becu had already referred to some of the difficulties of African workers. He would, however, like to bring a few points to the attention of Congress. One of them was the danger arising from the unscrupulous attitude of indigenous employers who

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were among the worst employers in Africa today. He said that Brother Becu had also referred to the men whom he had seen digging for sand in Lagos. This was one of the most dangerous forms of employment in the whole of Africa. Bro. Labinjo went on to say that the transport workers were the largest single group of workers in Africa, followed by those in public employment. Referring to the difficulties of trade union organization in Africa, he said that in Egypt in the North trade unions were tolerated in theory but not in practice. A little further south, in the Sudan, trade unions had been built, but were now being destroyed by Communist influence, whilst in Portuguese East Africa it was a crime to belong to a union. Ethiopia, a self-governing territory, forbade trade unions to function, whilst in East Africa they were rigidly controlled. In South Africa, discrimination measures introduced by the Government were designed to prevent Africans, Asians and Coloureds from getting along. In West Africa, the Ghana transport workers' unions were putting up a struggle to maintain their independence. In Liberia, which had been independent for a 100 years, trade unionism did not prosper nevertheless.

Referring to Bro. Becu's tour of Africa, he said that before the tour the ITF had had only nine affiliates; now there were 26. This was a remarkable achievement because Africans were rather suspicious of any approach by white men. Bro. Becu had won the hearts of the people and had planted the seeds of free trade unionism. However, the ITF had the responsibility to maintain these achievements, and that was where those present at Congress could help by lending both moral and financial support. The African trade union movement had a lot of problems. There was, for example, the multiplicity of unions in the same industry and the problem of honest leadership, without which they would be working on a false foundation.

Turning to the question of the ITF office in Africa, Bro. Labinjo said that in making it effective the ITF would be faced for demands for publications in local languages. There would also be competition from a number of sources, including the Communists, the International Confederation of Arab Unions, the International Federation of Christian Unions, and Moral Rearmament. The office would also need a lot of equipment, such as duplicating machines, typewriters, and loudspeakers, and all this could not be left to the ITF. In conversations with delegates here he found a general desire to be of assistance in this connection, and he asked that when the time came such help would in fact be forthcoming.

The President adjourned the Session at 12.55 p.m.

MORNING SESSION

Tuesday, 29th July, 1958

The President declared the Session open at 9 a.m.

Brother R. Oca, Philippine transport workers, said that he had few words to add to the speeches already made by Brother Becu and the ITF Asian, African and Latin American regional representatives. He ITF was a great and powerful organization and ready to help in every way, but it was essential for unions to help themselves and not depend entirely on the ITF. His union was a small one, but he was proud that he had been able to travel to Amsterdam at its expense. He appreciated the aid given by the ITF in the Philippines unions' successful struggle.

He supported national trade union educational programmes rather than international ones, and spoke of the Philippines Labour Education Centre - jointly organized by the US and Philippine governments, advocating a similar, larger, organization to cover the whole of Asia, jointly organized by ITF representatives and Asian governments. He further called for the establishment of regional committees to make recommendations on programme planning to the ITF Executive Committee. He said that the Tokyo office was undermarked, although Brother Soares did everything possible. The regional struggle was an international one, and he called for help and sympathy from brothers in more developed countries.

Brother M. Makinde, Nigerian locomotivemen, said that it was a great pleasure to make his maiden speech before the ITF Congress. He was grateful to the ITF for making it possible for a Nigerian delegate to be present.

Of the three regions of Nigeria, the northern was the most backward as regards trade union development. He himself on his way to the Congress had explained the achievements of the ITF to many workers in Nigeria who did not know what it stood for. The transport workers of Nigeria supported the co-ordination of the work of the ITF and the ICFTU in Africa. The introduction of trade union schools would be greatly appreciated and he also advocated the introduction of a mobile publicity unit.

The President thanked Brother Makinde for his excellent maiden speech.

Brother J. R. Miller, Grenada seamen and waterfront workers, expressed his regret at not being able to take part in the tour of Amsterdam. He then stated that his expenses had been paid entirely by his organization, not one cent by the ITF. He spoke of the importance of the newly independent West Indies Federation on the international level. He called for long-term planning of ITF activities, increased ITF staff, planned trade union education and co-operation in all activities, and particularly for ITF support to CADORIT in helping the trade unionists of the West Indies.

Brother A. Bono, Argentine railwaymen, spoke on behalf of the transport workers of Argentina. He appreciated the excellent work of the ITP Mexican Office. International relationships of the Argentine trade unions had been stagnant or non-existent for a number of years as a result of the dictatorial government of Peron. Even now visits by foreign delegations were regarded with suspicion and it was difficult to form strong international links. It would be better if such delegations spoke Spanish. He praised the excellent relations maintained by the ITP with Latin American organizations whether affiliated or not and requested ITP authorization to enable his union to mediate in the dispute between the Argentine shipbuilding workers' union and the Argentine authorities. He called for ITP assistance in connection with the draft trade union legislation now under discussion in the Argentine parliament and spoke of the poor standard of living of Argentinian railwaymen which was due to the bad state of the country's state-owned rail network. There was need for study of the application to the railways of mechanization and its effects on labour conditions. He also urged that a study be made of transport co-ordination in Latin America. He strongly urged the setting up of an ITP Latin American regional organization.

Brother F. Pomar, Cuban transport workers, spoke of his pleasure at being in Amsterdam. He praised the work done by the ITP Latin American Regional Office over the past two years. At the 1954 Congress there had only been two representatives and now in 1955 there were eight. Extended activities would increase this number still further. Cuban workers were unified and powerful, having their own radio station and publicity organization. He was proud to say that the Latin American delegates had had their expenses paid by their own organizations. He urged ITP/IOEFTU co-operation in the training of trade unionists. In Mexico there was trade union representation in the Chamber of Deputies and in Cuba constitutional guarantees for trade unions. Cuban workers' organizations were ready to co-operate fully in the establishment of training colleges for Latin America.

Brother J. Randeri, Maritime Union of India, spoke of the good results achieved under difficulties by the ITP Tokyo office. In India there were good local organizations, but the national trade union centres were politically-dominated. The transport industry had an important share in the five-year plans. Under the second Plan there would be 1,000,000 more industrial workers. There were 45,000 seafarers on foreign ships, one-third serving under bad conditions on Panlibonco vessels. In the event of a depression other seafarers would suffer if these poor conditions continued. He regretted the fact that there was no ITP office covering Bombay, Calcutta and Singapore where English was the main language spoken and urged more staff and finance for the ITP office, particularly stressing the need for experts on collective bargaining and other arbitration procedures. He urged long-term financial planning for ITP activities. ITP guidance was necessary to prevent mistakes being made in local trade union organization.



Brother J.D. Akumu, East African transport workers, emphasized the need for expanded ITF work in Africa and spoke of the danger to the workers of the African continent due to communist infiltration into the countries of North Africa. He pressed for an intensified struggle against the enemies of freedom, against poverty and ignorance and called for greater educational facilities, more regional offices and visits by experienced trade unionists (he was glad that Brother Kummernuss was coming to Africa), and urged co-operation between the ITP, ICFTU and the American AFL-CIO.

Brother S. Pequeno, Brazilian transport workers, spoke with satisfaction of the progress made by the trade union movement in Latin America, achieved in many cases in the teeth of opposition from dictatorial regimes. Latin Americans did not have the necessary trade union training and the hundreds of years of experience behind the European organizations, but they hoped for a truly free trade union movement in the future. Trained leaders would not collaborate with government regimes, and armed forces did not try to overthrow democratic governments in countries where the trade union movement was strong. Being on the ITF Executive Committee he was well aware of the expense and time needed in the organization of training courses. They were, however, essential. He urged the setting up of an ITF Latin American organization to help build an equal, strong trade union movement without racial discrimination.

The President said that the Executive Committee was to study the whole question of regional activities and therefore asked if Congress considered it unnecessary for a summary of the discussion to be made.

Congress agreed and discussion on Item 9 terminated.

The President then called upon Brother Imhof to present the Report on Transport Policy Problems at national and international level (Item 10 of the Agenda). Brother Hans Imhof outlined the history of the setting up of the ITF Committee of Experts to study the problems of co-ordination of transport at national and international level. The problem of road, rail and inland waterways co-operation on a national basis was one of the most discussed and not yet resolved problems of the ITP. The Federation's particular concern was with the problem in its relations to the harmonization of social conditions of employment. These had been the subject of discussions in ITF section conferences, committees and congresses. The ITF had fought for many years for the economic unification of Europe and in particular of European means of transport. A resolution on this had been passed at the ITF Congress in 1924 when Edo Pimmen had drafted a pamphlet on the subject called "The United States of Europe" or "Europe Ltd." In 1944 a memorandum had also been published by the European Transport Committee on the integration of European transport.

The Experts' report was divided into three sections: (1) Co-ordination of inland transport; (2) special problems of co-ordination; and (3) the integration of European transport economy. The first part dealt not only with the most important co-ordination

question, but also contained suggestions for solutions on a basic conception within the framework of competitive tariffs and costs. It contained the key to the solution of the problem contained in sections 2 and 3. It had been difficult to unify the problem and to find a formula for an agreed policy. Nationalization had been suggested as a possible basis. Rail co-ordination could only be brought about by this method. It was a political question rather than a purely transport one. Railways had their own transport systems, self-financed. Roads and canals, however, were public works. The three could not be placed in the same category. Consideration must also be made of inland waterways and electricity. It was difficult therefore to cover all means of transport at once. Each carrier should have the necessary sums available for its own sector. A relative amount should also be available from community resources. He himself favoured this possibility.

Two important ILO decisions which would require implementation in fact and not only on paper were those of 1951 on "Co-ordination of Transport: Labour Problems", and on "Labour Inspection in Road Transport" of 1957. One of the Committee's most difficult problems had been one of tariff policy. There was no legal parity between the branches of the transport industry. Fixed rates should be established, published and made applicable to all branches. Other problems were those of traffic congestion and accidents. The third part of the report dealt with general transport workers' problems relating to the Treaty setting up the European Economic Community. In the various European economic bodies little weight was being given to the views of transport workers' organizations. It was essential, however, that their voice should be heard. Brother Imhof drew attention to various technical errors and omissions in the report and said that the question must be decided as to whether the report should be supplemented or whether a new report should be drawn up. He himself felt that the first task should be finished first. He thanked all who had contributed to the drawing up of the report and asked Congress to accept it.

Brother R. Laan, Jurr., Netherlands transport workers, thanked the Experts for their work, on behalf of his union. The ITF could be proud to compare the situation in the transport industry now with that of twenty years ago. The Federation and workers' organizations were fully occupied then dealing with working hours and had no time for dealing with other transport problems which also affected working conditions. The report of the Committee had been discussed fully at meetings of the rail, road and inland waterways sections in April 1958 and comments then put forward had resulted in modifications and addition to the chapter on Special Problems. He could have wished that the problems of coastal shipping should be discussed under the heading of "Integration". He suggested that it should now be possible for Congress to adopt a resolution covering the points mentioned in the report, both those which had been summed up by the Committee and those to be dealt with in the future.

He emphasized the need for trade union co-operation with the European organizations: recommended acceptance of the report as a basis for the continued work of the ITF and recommended the

extension of the work of the Experts to help in the solution of problems, for example, in the Scandinavian countries. He insisted that the ITF should have proper co-operation with European Conference of Ministers of Transport and the ICFTU European Regional Organization, and that transport workers should have a voice in all national and international economic bodies dealing with transport.

Brother R. Lapeyre, French transport worker, said that he appreciated the work of the Committee of Experts. He wished, however, to point out that the outline of French tariff policy (page 126 French text) was not quite accurate and offered the assistance of the French delegation in drawing up a new draft; he also pointed out that in the French inland navigation industry the establishment of freight bureaux was favoured. The main concern of the trade unions was to improve conditions of employment. His own union's particular interest was in the public services e.g. urban transport. Some services were profitable to transport companies but to the detriment of the workers.

There was urgent need for co-operation between the various means of transport. He instanced the lack of co-ordination between the services of the French railways and Air France. There was need for a joint policy on European integration between employers and workers. He pointed out that the report although containing the word "International" dealt actually only with Europe. He disagreed with the description of transport problems in Latin America and new countries as being the same as those abroad with only a difference of degree. Their industries were starting right from the beginning, and the best means of transport must be chosen to suit each case. He was surprised that no mention had been made of the importance of pipe lines in the transport of oil in the Middle East which had nearly been responsible for two world conflicts.

The President then presented Document C-12 (Composition of the General Council) pointing out that on page 1 43 countries should read 64. Congress agreed to the composition recommended with one abstention.

Brother Becu then read greetings telegrams from the National Railwaymen's Union of Costa Rica, the Aeronautical Staff Association of Argentina and the Railwaymen's Federation of Uruguay.

The Session closed at 12 o'clock.



2,800,000

International Transport Workers Federation

Twenty-Fifth Congress

Amsterdam, 25 July to 1 August 1958

DELEGATE LIST  
LISTE DES DELEGUES  
DELEGIERTENLISTE  
DELEGATFORTECKNING

| Country and organization:                                      | Delegates:  | Advisers:                |
|--|---|--------------------------|
| <u>Argentina</u>   |   |                          |
| La Fraternidad   | A. Bono   |                          |
| <u>Austria</u>   |   |                          |
| Gewerkschaft der Eisenbahner                                   | R. Freund<br>L. Glinz<br>J. Matejcek<br>E. Suchanek<br>F. Stallberger<br>J. Schmölz<br>E. Ulbrich |                          |
| Gewerkschaft der Bediensteten im Handel, Transport und Verkehr | W. Svetelsky<br>L. Brosch   |                          |
| <u>Australia</u>   |   |                          |
| Pilch Stewards' Association                                    | A. Archibald  |                          |
| <u>Belgium</u>   |   |                          |
| Secteur cheminots de la Centrale Générale des Services Publics | G. Devaux<br>G. Premier<br>T. De Wachter<br>F. D'Helt<br>J. Gillis                                | C. de Bunne              |
| Secteur Aviation de la Centrale Générale des Services Publics  | A. Poncelet   | M. Verpoorten            |
| Centrale Belge du Personnel des Tramways, Vicinaux et Autobus  | J. Geldof<br>P. Coche<br>Ph. Martens  |                          |
| Belgische Transportarbeidersbond                               | R. Dekeyzer<br>G. Hendrickx<br>W. Cassiers  | L. Eggers<br>A. De Meyer |
| Centrale des Métallurgistes de Belgique (Secteur Aviation)     | R. Geldof   |                          |

114  
UNITED STATES  
National Brotherhood  
Seamsters  
303,000

| <u>Country and organization:</u>                                    | <u>Delegates:</u>                      | <u>Advisers:</u> |
|---|--|------------------|
| <u>Brazil</u>   |  |                  |
| Confederação Nacional dos Trabalhadores em Transportes Terrestres   | S. de A. Pequeno                       |                  |
| <u>British Honduras</u>   |  |                  |
| British Honduras Development Trade Union                            | T. H. Gutierrez                        |                  |
| <u>Canada</u>   |  |                  |
| Canadian Brotherhood of Railway Employees & Other Transport Workers | E. Robson<br>J. A. Pelletier           |                  |
| Railway Labor Executives Association                                | F. Hall                                |                  |
| <u>Colombia</u>   |  |                  |
| Sindicato de Trabajadores Avianca                                   | E. Padilla                             | J. Caceres       |
| <u>Cuba</u>   |  |                  |
| Federación Nacional de los Obreros del Transporte                   | Facondo Iomar Soler                    |                  |
| Federación Nacional Hermandad Ferroviaria                           | Felipe Balbuena                        |                  |
| Federación Aérea Nacional   | A. Mayedo<br>A. Rodriguez              |                  |
| <u>Denmark</u>  |  |                  |
| Dansk Jernbane Forbund  | P. Madsen<br>H. Hansen<br>N. A. Jensen | J. C. Kristensen |
| Dansk Lokomotivmands Forening                                       | S. Suncsen<br>K. B. Knudsen            |                  |
| Sømaendenes Forbund i Danmark                                       | Sv. From Andersen<br>B. Petersen       |                  |
| Dansk Arbejdsmands Forbund  | B. Christensen<br>Borv<br>E. intner    |                  |
| Søfyrbødernes Forbund i Danmark                                     | H. E. Rasmussen                        |                  |
| Dansk Lokomotivmands Forbund  | K. Hansen                              |                  |
| <u>Estonia (Exile)</u>  |  |                  |
| Eesti Meremeeste Union  | N. Metslov                             |                  |

Country and organization:

Delegates:

Advisers:

Finland

Finnska Järnvägsmannaförbundet

O. Koski  
R. Tuori

Miss Kotiranta

Finlands Lokmannaförbund

G. W. Widing  
E. Järvi

Finlands Bilbranscharbetareförbund

S. Koutio  
O. Aarnio

M. Vainio

Finlands Sjömans-Union

M. Mäkelä  
B. Johansson

France

Fédération Syndicaliste FO des  
Travailleurs, Cadres et Techniciens  
des Chemins de Fer de France et de  
L'Union Française

F. Laurent  
R. Degris  
A. Lafond

Fédération des Travaux Publics et des  
Transports P.O.

R. Lapeyre

J. Dô  
Y. Bourgoin

Germany

Gewerkschaft der Eisenbahner  
Deutschlands

M. Jahn  
Ph. Seibert  
F. Schreiber  
P. Fröh  
F. Berger  
J. Friedel  
H. Frieser  
H. Pohland  
Miss L. Raup  
K. Weiss  
O. Herr  
W. Kugler  
H. Loheide  
O. Rommel  
G. Schäfer  
W. Burnester  
J. Quadflieg

X. Bruckschläger  
B. Kempf  
G. Kühn  
K. Mantel  
H. Tröndle  
H. Braun  
P. Distelhut  
F. Schneider  
K. Laun  
J. Miersberger  
E. Amft  
G. Magnus  
H. Steinsacker  
K. Roth  
M. Mikkelsen

Gewerkschaft Öffentliche Dienste  
Transport und Verkehr

A. Kummernuss  
F. Rildebrand  
O. George  
J. Steldinzer  
W. Bruckmann  
M. Orb  
A. Drecke  
A. Ohlenschläger  
A. Graf

F. Koch  
W. Nagel  
E. Seidel  
E. Hoffmann  
A. Buschkamp  
J. Thier  
G. Kugoth  
Dr. K. Kühne  
W. Edeler  
A. Nicolaisen  
H. Scheiermann



Country and organization:

Delegates:      Advisers:

Ghana

Government Transport Workers' Union  
(representing nine Ghana unions, not  
Ghana Motor Union)

Ch. Heymann

Ghana Motor Union

W. B. Otoo

Great Britain

Transport Salaried Staffs'  
Association

R. J. Gunter  
W. J. R. Webber  
H. Moor  
R. W. Paterson

Associated Society of Locomotive  
Engineers and Firemen

S. Auty  
S. R. Lunniss  
A. Hallworth

Merchant Navy and Airline Officers'  
Association

The Rt. Hon. Lord Winster  
D. C. Tennant  
D. Carmichael      J.G.K. Gregory

National Union of Railwaymen

S. F. Greene  
C. W. Evans  
J. Curry  
H. C. Hesketh

Transport and General Workers' Union

F. Cousins  
E. E. Fryer  
L. Farden  
J. Ferguson  
F. J. Howell  
F. G. Page  
C. W. Prescott  
J. Slade

National Union of Seamen

T. Yates      T. H. Goff  
S. James  
J. Scott  
D. Macdonald  
W. McDaid  
S. Gibson  
W. Marshall

Union of Shop, Distributive and  
Allied Workers

G. B. Hunter  
D. McGibbon  
A. Sutherland  
L. Wrigley  
J. V. Bailey

Scottish Horse and Motormen's  
Association

J. Brannigan  
W. Wilkie

Country and organization:

Delegates:

Advisers:

Greece

Fédération Panhellénique des Cheminots St. Dimitracopoulos  
A. Iavazahariou

Federation of Loaders and Unloaders of Greece C. Stathopoulos

Pan-Hellenic Seamen's Federation M. Petroulis  
F. Calapothakis  
D. Benetatos

Grenada

Seamen and Waterfront Workers' Union J. Knight

Iceland

Sailors' & Fishermen's Union J. Sigurdsson

India

Maritime Union of India J. D. Randeri

Israel

Israel Seamen's Union }  
National Union of Government Employees } Z. Barash  
(Railwaymen's Section)

Italy

Sindacato Italiano Unitario Ferrovieri F. Tamagnini A. Stefani  
F. Magnano

Sindacato Autonomo Unificato Ferrovieri Italiani B. Costantini

Federazione Italiano Lavoratori Traporti e Ausiliari del Traffico E. Leolini

Japan

All-Japan Seamen's Union T. Nishimaki

Japan Travel Bureau Workers' Union T. Sugino

National Railway workers' Union N. Suzuki

Kenya

East African Railway Asian Union }  
Transport and Allied Workers' Union } J. D. Akumu  
Railway African Union }  
Dock Workers' Union }

| <u>Country and organization:</u>   | <u>Delegates:</u>   | <u>Advisers:</u>  |
|--|---|---|
| <u>Luxemburg</u>   |   |   |
| Fédération Nationale des Cheminots et<br>des Travailleurs du Transport<br>Luxembourgeois | A. Bousser<br>J. Leurs  | A. Hildgen  |
| <u>Mexico</u>  |   |   |
| Sindicato Nacional de Transportes  | M. Meza   |   |
| <u>Netherlands</u>   |   |   |
| Nederlandse Bond van Vervoerspersoneel   | H.J. Kenne<br>G.J.H. Alink<br>H.W. Kop ens<br>J. de Later<br>Th. Smeding<br>R. Laan jr. | W.A. Kieboom<br>A.W. Korbijn<br>J. Scheffers<br>W. Hulsker<br>E. de Jong<br>F. Mol<br>Drs. F.W. Seton |
| Centrale van Zeevarenden ter Koop-<br>vaardij en Visserij (C.Z.V.)                       | I. de Vries<br>C.W. van Driel<br>A. de Poon   | D. Harms<br>J.A. van Nanten<br>J. Buquet<br>R. Boulogne<br>D. Opmeer                                  |
| Algemene Bond van Luchtvaartpersoneel  | J.K. Iost   | J. de Graaff<br>W. Schotmans<br>C.A. van Londen   |
| Algemene Bond "Mercurius"  | C.Z. de Vries   | A. Wamstecker<br>J.H. ter Horst   |
| <u>New Zealand</u>   |   |   |
| Federated Cooks and Stewards' Union  | J. Harlinh  |   |
| <u>Nigeria</u>   |   |   |
| Association of Locomotivedrivers   | M. Mkinde   |   |
| Nigerian Transport Staff Union   | M. A. Labinjo   |   |
| <u>Norway</u>  |   |   |
| Norsk Lokomotivmandsforbund  | M. Heggstad   |   |
| Norsk Jernbaneforbund  | M. Trana<br>E. Edvardsen<br>E. Enersen<br>I. Borg                                       |   |
| Norsk Sjømannsforbund  | G. Hauge<br>L. Ostle<br>H. Abrahamsen<br>B. Skjølbred<br>K. Knudsen                     |   |



Country and organization:

Delegates:      Advisers:

Norway (continued)

Norsk Styrmandsforening  
Norsk Transportarbeiderforbund

N. Nilssen  
K. Kjekshus  
M. A. Bakke  
A. Enker

Pakistan

Pakistan Transport Workers' Federation M. A. Khatib

Philippines

Philippine Transport Workers' Organization

R. Oca  
E. Sano

Poland

Association of Polish Merchant Navy Officers in London, Seamen Inc.

T. Yates (proxy)

Rhodesia

Central African Road Services Workers' Trade Union W. M. Chakulya

Spain

Sindicato Nacional Ferrovuario  
Federación Nacional del Transporte (UGT) } L. Rianza

Sweden

Svenska Sjöfolksförbundet

J. S. Thore  
A. Stridsberg  
G. Carlsson

Svenska Järnvägsmanförbundet

O. Gunnarsson  
E. Eklund  
Kjellvard  
B. Lind  
I. Olsson  
E. Starck  
C. Löfgren

Svenska Transportarbetareförbundet

S. Klinga  
R. Melander  
N. Peterson  
E. Larsson  
S. Lundgren  
N. Boudrie

Handelstjänstemannaförbundet

H. Lindholm

Sveriges Partysbefälsforening

N. H. Åkesson

Country and organization:

Sweden (continued)

Svenska Stewarts Forordning

Svenska Maskinbegränsningsförbundet

Switzerland

Schweizerischer Eisenbahner Verband

Verband der Handels-Transport- und  
Lebensmittelarbeiter der Schweiz

Tanzanika

Railway African Union

Dockworkers' and Stevedores' Union  
Transport and Allied Workers' Union  
Tanzanika Port Stevedores' Union

Uganda

Railway African Union

USA

Railway Labor Executives' Association

American Radio Association

Air Line Stewards & Stewardesses  
Association

Pilots Engineers' International  
Association

National Maritime Union of America

International Association of Machinists

Transport Workers' Union of America

Seafarers' International Union of North America

International Brotherhood of Teamsters, J. T. O'Brien

Chauffeurs, Warehousemen and Helpers

of America

H. J. Gibbons

E. Cheyette

J. Phillip

J. Morgan

T. E. Flynn

J. T. O'Brien

H. Banks

J. Hawk

J. Horst

R. R. Paupl

J. Curran

G. R. Petty

R. K. Quinn, Jr.

W. R. Steinberg

R. Houke

W. E. Petersen

W. P. Kennedy

A. E. Lyon

H. M. Luande

E. N. N. Kanyama

K. Rebsamen

E. Hoffer

L. Joly

H. Gossel

H. Hühner

H. Fühler

H. Neudorfer

H. Knöfel

H. Juby

A. Trwest

S. Anderson

Delegates:

Advisers:

GUESTS

Official Guests

J. G. Saurhoff, Minister of Social Affairs and National Health;  
G. van Hall, Mayor of Amsterdam  
D. Rem, Amsterdam municipal government councillor in charge of  
labour affairs;  
W. L. de Vries, Director General of Shipping;  
P. H. Valentgoed, Director General of Labour;  
E. Bell, International Labour Office, Geneva;  
V. Ulriksson, U.S. Labour Attaché;  
W. H. Marsh, British Labour Attaché to the Benelux countries;  
R. Murray, Canadian Embassy representative;  
Susling, representative of Embassy of the Federal Republic of  
Germany at the Hague;  
R. Migdal, Israeli Embassy at the Hague;  
Ir. L. J. Noomen, Director General of Transport  
H. M. van Houten, " " "  
W. B. van Norden, " " "

Invited Guests

Mrs. Lily Krier, Luxembourg,  
J. Breutigam, the Netherlands,  
K. Weigl, Austria  
P. Landekroon, the Netherlands,  
R. Leen, Jr., the Netherlands,  
L. Veenstra, the Netherlands,  
K. Leick, Luxembourg,  
A. Steel, the Netherlands,  
A. Treurniet, the Netherlands.

External Delegates and Observers

J. H. Oldenbroek, I.C.F.T.M.,  
P. Birlas, International Center of Free Trade Unionists in Exile,  
C. W. van Nijmegen, Netherlands National Trade Union Centre (N.V.V.),  
C. Spiekman, M. ter Borch, A. A. Hünig and A. de Ruijter,  
international trade secretariats with headquarters in the  
Netherlands,  
J. Bartelski and J. L. Zeyfert, International Federation of Air  
Line Pilots' Associations,  
A. Hummer, Luxembourg Ministry of Transport,  
W. Gleason, International Longshoremen's Association, Independent.



XXV.C-9a  
International Transport Workers' Federation  
Twenty Fifth Congress  
Amsterdam, 23 July to 1 August 1958

SECOND REPORT OF THE CREDENTIALS COMMITTEE

The Credentials Committee held a second meeting on Thursday, 24 July at 5 p.m., and a third meeting on Saturday, 26 July, at 12.15 p.m.

At these meetings the Chairman reported that the delegations whose unions were in arrears with affiliation fees had been interviewed. In all these cases either payment had meanwhile been made or assurances given which were considered satisfactory by the Committee, so that all delegates attending the Congress have been formally seated.

The number of delegates attending has now reached the figure of 223 and that of advisers 62 representing 110 affiliated unions in 40 countries and an aggregate membership of approximately five millions.

Only one further delegate is still expected to arrive.

W. Webber,  
Chairman-Rapporteur,  
Credentials Committee

July 23

JOHN ENGLISH  
25 LOUISIANA AVE N.W. WASHINGTON DC

DELEGATION SEATING HELD UP DUE TO FAILURE TO PAY OUR LAST TWO  
QUARTERS PER CAPITA TAX AMOUNTING TO ~~E~~EIGHT THOUSAND FIVE HUNDRED  
DOLLARS PLEASE AIRMAIL IMMEDIATELY CHECK TO OMER BECU AT HOTEL  
KRASNAPOLSKY AMSTERDAM

JOHN T O'BRIEN  
THOMAS E. FLYNN  
H.J. GIBBONS

AMSTERDAM 23.7.58

# AIR TRAVEL SCHEDULE FOR MR. GIBBONS

July 21, 1958

|                         |                                 |                           |
|-------------------------|---------------------------------|---------------------------|
| <b>Delta Flight 130</b> | Lv. Wash., D. C<br>Ar. New York | 4:05 p. m.<br>5:10 p. m.  |
| <b>TWA Flight 774</b>   | Lv. New York<br>Ar. London      | 8:00 p. m.<br>12:05 p. m. |

July 22, 1958

|                       |                             |                          |
|-----------------------|-----------------------------|--------------------------|
| <b>KLM Flight 128</b> | Lv. London<br>Ar. Amsterdam | 1:15 p. m.<br>2:25 p. m. |
|-----------------------|-----------------------------|--------------------------|

July 31, 1958

|                       |                              |                            |
|-----------------------|------------------------------|----------------------------|
| <b>KLM Flight 381</b> | Lv. Amsterdam<br>Ar. Brussel | 10:30 a. m.<br>11:20 a. m. |
|-----------------------|------------------------------|----------------------------|

August 2, 1958

|                          |                          |                           |
|--------------------------|--------------------------|---------------------------|
| <b>Sabena Flight 631</b> | Lv. Bruasel<br>Ar. Paris | 8:45 a. m.<br>10:00 A. M. |
|--------------------------|--------------------------|---------------------------|

(Change airports)

|                               |                           |            |
|-------------------------------|---------------------------|------------|
| <b>Israel Airline Fl. 208</b> | Lv. Paris<br>Ar. Tel Aviv | 9:45 p. m. |
|-------------------------------|---------------------------|------------|

August 6, 1958

|                      |                          |                           |
|----------------------|--------------------------|---------------------------|
| <b>AF Flight 137</b> | Lv. Tel Aviv<br>Ar. Rome | 11:00 a. m.<br>3:35 p. m. |
|----------------------|--------------------------|---------------------------|

August 9, 1958

|                       |                       |                          |
|-----------------------|-----------------------|--------------------------|
| <b>TWA Flight 821</b> | Lv. Rome<br>Ar. Paris | 4:00 p. m.<br>7:00 p. m. |
|-----------------------|-----------------------|--------------------------|

August 11, 1958

|                       |                       |                                    |
|-----------------------|-----------------------|------------------------------------|
| <b>TWA Flight 727</b> | Lv. Paris<br>Ar. N. Y | 8:00 p. m.<br>5:10 p. m. August 12 |
|-----------------------|-----------------------|------------------------------------|

August 12, 1958

|                           |                        |                           |
|---------------------------|------------------------|---------------------------|
| <b>Eastern Flight 407</b> | Lv. N. Y.<br>Ar. D. C. | 8:45 p. m.<br>10:00 p. m. |
|---------------------------|------------------------|---------------------------|

*Change*

*Change*

*Badcock  
Feinberg*



Milton Zatinsky - key guys to see and talk with who know the labor and political picture.

Mike Crozier - Nat'l Institute for Scientific Research  
15 Rue Yves Toudic, Paris

Chip Levenson - Director of Organizing for IMF  
27-29 Rue de Coulon Ven lere  
Geneva, Switzerland

On matters of ICFTU - Jay Krane in Brussel's office, Director of Organizing  
Best person to speak with.

Pat Knight person that know Baldanzi, etc. at the ICA office in Paris.

Bill Gausman in London at the American Embassy, Chief Information officer - knows a lot about labor.

At London Tribune - Jenny Lee and Anurin Bevan, Michael Foote  
in London

Mike Stern in Rome - 375 - 492  
Via Dela Mercede, Roma

Art Buchwald - Hearld Tribuse - - Kupcinet - Paris

Maggie Koowland - in Paris - Jaffee

HOTEL RESERVATIONS FOR THE DELEGATES

|              |   |
|--------------|---|
| Mr. Flynn    | Double Room with Bath<br>Hotel de l'Europa, Nieuwe Doelenstrat 2-4  |
| Mr. O'Brien  | Double Room with Bat<br>Hotel Borgmann, Koningslaan 48  |
| Mr. Filipoff | Double Room with bath<br>Hotel Borgmann, Koningslaan 48<br>(because of great shortage of rooms with private bath<br>will be accommodated for two nights in a room without bath) |
| Mr. Gibbons  | Single Room with bath<br>Hotel Haica Betty, Koningslaan 56  |
| Mr. Morgen   | Double Room with bath<br>Hotel Toro Koningslaan 64  |
| Mr. Chayfets | Double Room with bath<br>Hotel Toro Koningslaan 64  |
| Mr. Hoffa    | Single Room with bath<br>Hotel Krasnapolsky Dam   |

July 7, 1958

AIR TRAVEL SCHEDULE TO THE ITF MEETING, AMSTERDAM

Lv. N. Y. - TWA Flight 774 - 8:00 p. m. July 21, 1958  
Ar. London - 12:05 p. m. - July 22, 1958

Lv. London - KLM Flight 128 - 1:15 p. m. - July 22, 1958  
Arrive Amsterdam - 2:25 p. m.

Return trip

Lv. Amsterdam - KLM Flight 139 - 7:45 p. m. - July 31, 1958  
Ar. London - 8:55 p. m. - July 31, 1958

Lv. London - 11:00 p. m. TWA Flight 769 - July 31, 1958  
Ar. New York - 7:25 a. m., August 1, 1958

Other information

Apply for passport immediately.

Get your smallpox vaccination immediately.

The airline requests that you be at the Idlewild Airport in New York City  
1½ hour before departure time.

Your airline ticket from New York to Amsterdam and return will be  
given to you at the Idlewild Airport 1½ hour before departure time.  
See Harold Gibbons at the airport.

If you desire side trips, please contact my office immediately.

H. J. Gibbons,  
Executive Assistant to the  
General President

*Sent to all delegates.*



**AIR TRAVEL SCHEDULE FOR** Mr. & Mrs. T. E. Flynn  
Mr. & Mrs. J. T. O'Brien  
Mr. & Mrs. J. Morgan  
Mr. & Mrs. J. Filipoff

All delegates to be briefed in Washington, D. C. Monday morning,  
July 21, 1958 at the Teamsters Headquarters.

July 21, 1958

Delta Flight 130 Lv. Wash., D. C. 4:05 p. m.  
Ar. New York 5:10 p. m.

TWA Flight 774 Lv. New York 8:00 p. m.  
Ar. London 12:05 p. m.

July 22, 1958

KLM Flight 128 Lv. London 1:15 p. m.  
Ar. Amsterdam 2:25 p. m.

Return trip

July 31, 1958

KLM Flight 139 Lv. Amsterdam 7:45 p. m.  
Ar. London 8:55 p. m.

TWA Flight 769 Lv. London 11:00 p. m.  
Ar. New York 7:25 a. m. August 1st.

You are requested to purchase ticket for wife.  
The International Union will have tickets ready for all delegates.

Cost of round trip ticket from Washington, D. C. to Amsterdam - \$836.60  
When purchasing tickets call in advance and tell them that the Washington, D. C.  
TWA office has made and confirmed the above reservations.

As noted above, we are asking that all delegates meet in Washington, D. C.

*mailed to above  
7/10/58*

**AIR TRAVEL SCHEDULE - MR. HOFFA**

**July 23, 1958 - Wednesday**

|                       |                     |                    |
|-----------------------|---------------------|--------------------|
| <b>TWA Flight 774</b> | <b>Lv. New York</b> | <b>8:00 p. m.</b>  |
|                       | <b>Ar. London</b>   | <b>12:05 p. m.</b> |

**July 24, 1958 - Thursday**

|                       |                      |                   |
|-----------------------|----------------------|-------------------|
| <b>KLM Flight 128</b> | <b>Lv. London</b>    | <b>1:15 p. m.</b> |
|                       | <b>Ar. Amsterdam</b> | <b>2:25 p. m.</b> |

**July 26, 1958 - Saturday**

|                       |                      |                    |
|-----------------------|----------------------|--------------------|
| <b>KLM Flight 139</b> | <b>Lv. Amsterdam</b> | <b>7:45 p. m.</b>  |
|                       | <b>Ar. London</b>    | <b>8:55 p. m.</b>  |
| <b>TWA Flight 867</b> | <b>Lv. London</b>    | <b>11:00 p. m.</b> |
|                       | <b>Ar. New York</b>  | <b>7:25 a. m.</b>  |

**July 27, 1958 - Sunday**

|                           |                     |                    |
|---------------------------|---------------------|--------------------|
| <b>American Flight 87</b> | <b>Lv. New York</b> | <b>10:15 a. m.</b> |
|                           | <b>Ar. Dallas</b>   | <b>1:15 p. m.</b>  |

**July 31, 1958 - Thursday**

|                           |                      |                   |
|---------------------------|----------------------|-------------------|
| <b>American Flight 71</b> | <b>Lv. Dallas</b>    | <b>9:30 a. m.</b> |
|                           | <b>Ar. San Fran.</b> | <b>1:50 p. m.</b> |

**August 1, 1958 - Friday**

|                            |                      |                   |
|----------------------------|----------------------|-------------------|
| <b>TWA Flight 36</b>       | <b>Lv. San Fran.</b> | <b>8:30 a. m.</b> |
|                            | <b>Ar. Chicago</b>   | <b>4:52 p. m.</b> |
| <b>American Flight 708</b> | <b>Lv. Chicago</b>   | <b>6:25 p. m.</b> |
|                            | <b>Ar. Detroit</b>   | <b>7:40 p. m.</b> |

6/25

*delivered*  
SCHEDULE FOR HAROLD J. GIBBONS:

Leave N. Y. - TWA Fl. 774 - 8:00 PM - July 21 - *3 confirmed*  
Arrive London - 12:05 PM - July 22

Leave London - KLM Fl. 128 - 1:15 PM - July 22 - *6 confirmed*  
Arrive Amsterdam - 2:25 PM

Leave Amsterdam - KLM 381 - 10:30 AM - July 31 - *W.G. alone*  
Arrive Brussels - 11:20 AM

Leave Brussels - Sabena Fl. 631 - 8:45 AM - August 2  
Arrive Paris - 10:00 AM

(Change Airports)

Leave Paris - Israel Airline Fl. 208 - August 2  
Arrive Tel Aviv - ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ - 9:45 PM

Leave Tel Aviv - AF Fl. 137 - 11:00 AM - August 6  
Arrive Rome - 3:35 PM

Leave Rome - TWA Fl. 821 - 4:00 PM - August 9  
Arrive Paris - 7:00 PM

Leave Paris - TWA Fl. 727 - 8:00 PM - August 11  
Arrive N. Y. - 5:10 PM - August 12

Leave N. Y. - Eastern FL. 407 - 8:45 PM - August 12  
Arrive D. C. - 10:00 AM

Time is Local.

New York

Schedule from Washington to Amsterdam and return July 31st  
is being set up for six other people;

Edward T. Cheyfitz

Joe Morgan *of Mrs*

John T. O'Brien *of Mrs Margaret L.*

Thomas Flynn *of Mrs*

John Philipoff *of Mrs*

*H. J. Germain*

*6 Klm 139 - 7/31*

*to Amsterdam - 7:45 a.m.*

*to London - 2:55 p.m.*

*TWA - 769 - 7/31*

*to London - 11 p.m.*

*to N.Y. - 7:25 a.m. 8/1*



Office of the General President

To: **Mr. English**

From: **M. J. Gibbs**

**7/17/58**  
DATE

**RE: Expense advance to the ITF meeting**

This will authorize you to draw a check for \$5,000.00 as an advance in connection with the delegates activities to the ITF meeting in Amsterdam. I would like to have this as follows: \$500.00 in cash and the remainder in travelers checks. This advance will be for my expenses as well as such other expenses of the entire delegation as may be found necessary. I will submit a detailed statement of all expenses upon my return.

**M. J. Gibbs,  
Executive Assistant to the  
General President**

**MJG/yh**

*Telefax*

**WESTERN UNION  
INTERNATIONAL COMMUNICATIONS**

To get fast, dependable service, write in "Via W. U. CABLES" here

To Hotel Krasnapolsky Dam  
Amsterdam

*1/22* W. U. Cables

July 17, 1958

Re hotel accommodations held in name of James R. Hoffa  
for arrival July 24th, would appreciate your advancing this to  
arrival on July 22nd. In any event please hold room and I  
will check upon my arrival.

H. J. Gibbons,  
Executive Assistant to the  
General President  
International Brotherhood of Teamsters

1272 1C (6-55)

Send the above message subject to the terms of the Western Union Telegraph  
Company set forth in its tariffs on file with the Federal Communications Commission

**PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD**

*Telex* **WESTERN UNION** *Telex*  
SENDING BLANK

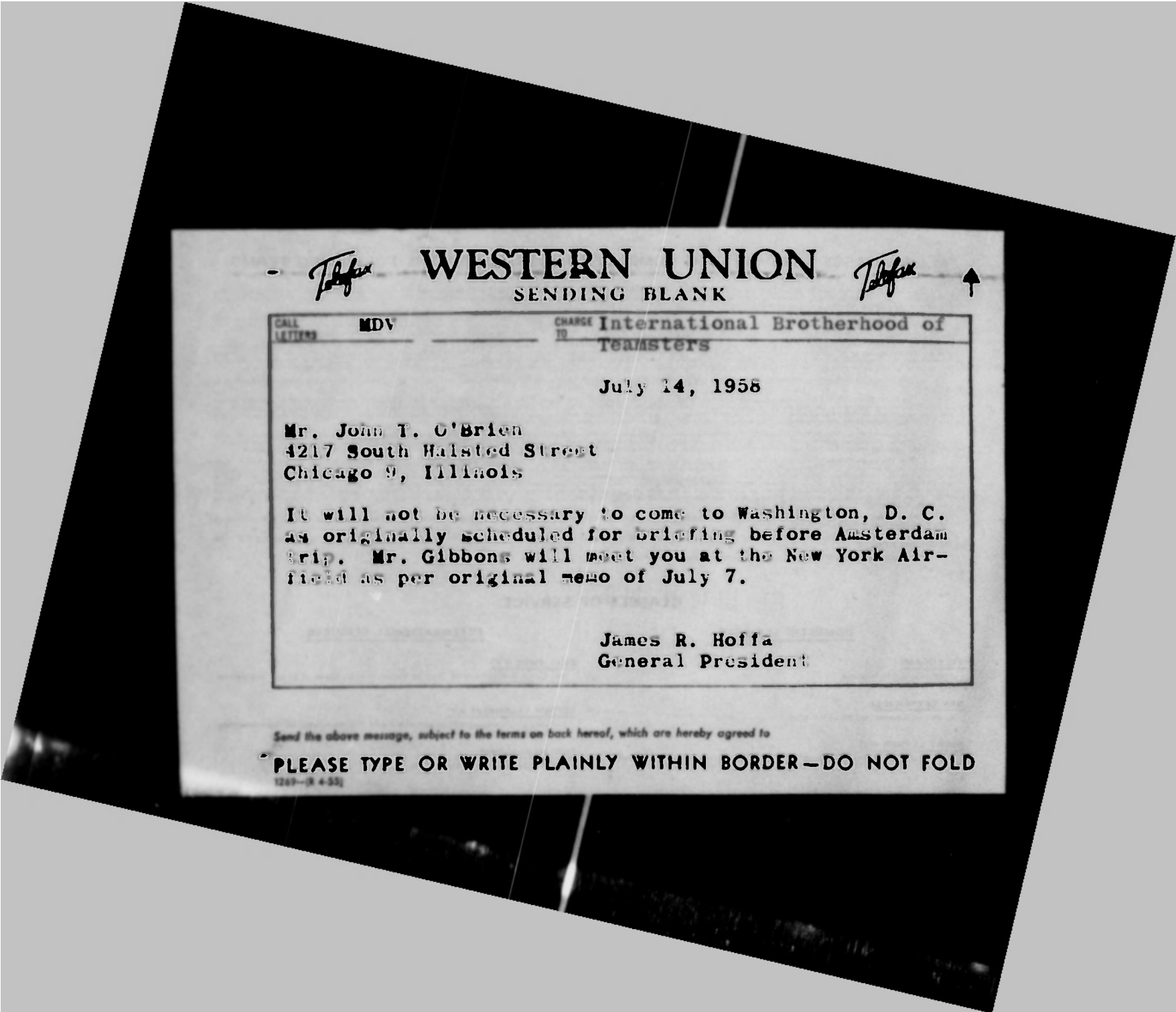
|   |     |         |    |                        |
|---|-----|---------|----|------------------------|
| CALL<br>CITY  | MDV | 7/16/58 | TO | Int. Bro. of Teamsters |
| <p>Mr. Joseph Morgan<br/>515 N. E. 178th Street<br/>North Miami Beach, Florida</p> <p>Your hotel accomodations in Amsterdam</p> <p>Hotel Toro Koningslaan Sixty Four.</p> <p>H. J. Gibbons<br/>Executive Assistant to the<br/>General President</p> |     |         |    |                        |

Send the above message, subject to the terms on back hereof, which are hereby agreed to

**PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD**

(209—R 4-55)





*Tele*

# WESTERN UNION

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*Tele*

7

CALL LETTERS

MDV

CHARGE TO

International Brotherhood of Teamsters

July 14, 1958

Mr. John W. Philipoff  
1616 W. Ninth Street  
Los Angeles, California

It will not be necessary to come to Washington, D. C. as originally scheduled for briefing before Amsterdam trip. Mr. Gibbons will meet you at the New York Airfield as per original memo of July 7.

James R. Hoffa  
General President

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1049—(R-4-55)

*Telegram* **WESTERN UNION** *Telegram*  
SENDING BLANK

|  |     |        |  |
|--|-----|--------|--|
| CALL LETTERS   | MDV | CHARGE | <input checked="" type="checkbox"/> International Brotherhood of Teamsters |
| July 14, 1958  |     |        |  |
| Mr. J. W. Morgan<br>c/o Local Union 390<br>1700 N. W. 17th Ave.<br>Miami, Florida  |     |        |  |
| It will not be necessary to come to Washington, D. C. as originally scheduled for briefing before Amsterdam trip. Mr. Gibbons will meet you at the New York Airfield as per original memo of July 7. |     |        |  |
| James R. Hoffa<br>General President  |     |        |  |

Send the above message, subject to the terms on back hereof, which are hereby agreed to

**PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD**



*Teletype*

**WESTERN UNION  
INTERNATIONAL COMMUNICATIONS**

To get fast, dependable service, write in "Via W. U. CABLES" here

To **Mr. Omer Becu**  
~~Maritime House~~  
~~Old Town~~  
Clapham, London, S. W. 4  
England

*Via* W. U. Cables

July 14, 1958

Re Hotel reservations Mrs. Morgan will accompany her husband. Mrs. Cheyfitz will arrive on the 24th but to facilitate matters suggest that Mr. Cheyfitz's reservations include wife on his arrival on the 22nd.

H. J. Gibbons  
Assistant to the  
General President

1272 (C-16-55)

Send the above message subject to the terms of the Western Union Telegraph Company set forth in its tariffs on file with the Federal Communications Commission

**PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD**



**International Transport Workers' Federation**

President: HANS JAHN · Vice-President: FRANK COUDINS  
General Secretary: O. BECU  
Head Office: Maritime House, Old Town, Clapham, London, S.W.4  
Telephone: MACaulay 5501-2 · Telegrams: Intransfe, London

International Brotherhood  
of Teamsters,  
25 Louisiana Avenue, N.W.  
Washington 1, D.C.

Dear Brothers,

Enclosed you will find the hotel notifications for the brothers O'Brian, Flynn, Filipoff and Gibbons. The notifications for the remaining three delegates will follow. We regret very much that owing to extremely difficult hotel situation in Amsterdam the delegates had to be notified in various hotels.

Telegram you mention "Mr. and Mrs. Morgan" and "Mr. S. Cheyfitz" to arrive on the same day. In the previous telegram you mention that Mr. Cheyfitz will be accompanied by his wife, while no mention was made of Mrs. Morgan.

Does that mean (a) that Mrs. Morgan will accompany her husband, and (b) that Mr. and Mrs. Cheyfitz will arrive on different days?

A speedy information would oblige, in order to enable us to finalize the bookings.

Yours fraternally

*Reali*  
For General Secretary

All communications to be addressed to the General Secretary

RCA COMMUNICATIONS, INC.  
A SERVICE OF RADIO CORPORATION OF AMERICA  
1812 M STREET, N.W., TEL. NA. 8-2400

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LONDON 24 9 1147

JUL 10 1958

LT

INTERNATIONAL BROTHERHOOD TEAMSTER 25 LOUISIANAVE WASHINGTON1

DELEGATE CARDS AND DOCUMENTS FOR CONGRESS DISPATCHED

STOP HOTEL NOTIFICATIONS WILL FOLLOW AS SOON AS

AVAILABLE

INTRANSFE

CFM 25 WASHINGTON1 READ WASHINGTON1

RCA COMMUNICATIONS, INC.  
A SERVICE OF RADIO CORPORATION OF AMERICA  
1812 M STREET, N.W., TEL. NA. 8-2400



Telefax

WESTERN UNION  
INTERNATIONAL COMMUNICATIONS

To get fast, dependable service, write in "Via W. U. CABLES" here

To Omar Nacu  
Maritime House, Old Town Via W. U. Cables  
Clapham, London, S. W. 4  
England July 9, 1958

This is to check our request for hotel accommodations for  
Teamster ITF delegates: Arriving on the 22nd of July -  
Mr. & Mrs. J. T. O'Brien, Mr. & Mrs. T. E. Flynn,  
Mr. & Mrs. John Filipoff, Mr. & Mrs. J. Morgan,  
Mr. E. Cheyfitz and Mr. H. J. Gibbons. Arriving on the  
24th of July - Mr. J. R. Hoffa and Mr. E. Cheyfitz.

H. J. Gibbons, Executive Asst.  
to the Gen'l President

1272 1C (6-55)

Send the above message subject to the terms of the Western Union Telegraph  
Company set forth in its tariffs on file with the Federal Communications Commission

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

**Telefax**

**WESTERN UNION**  
**INTERNATIONAL COMMUNICATIONS**

To get fast, dependable service, write in **Via W. U. Cables** **READ**

To Omer Becu  
Maritime House  
Old Town  
Clapham, London, S. W. 4  
England

Via W. U. Cables  
July 3, 1958

Teamsters delegation to the ITF Amsterdam Congress:  
John T. O'Brien, Thomas E. Flynn, H. J. Gibbons,  
Joseph Morgan, John Filipoff, Edward Cheyfitz. Wives  
will accompany O'Brien, Flynn and Filipoff. Please make  
proper hotel reservations for them. Group will leave New  
York July 21 and arrive Amsterdam 2:25 p. m. July 22  
KLM Airlines.  
H. J. Gibbons, Exec. Asst. to Gen'l President

1272 1C (8-55)  
Send the above message subject to the terms of the Western Union Telegraph  
Company set forth in its tariffs on file with the Federal Communications Commission

**PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD**

*Teletype*

**WESTERN UNION**  
**INTERNATIONAL COMMUNICATIONS**

To get fast, dependable service, write in "Via W. U. CABLES" here

To Omer Becu  
Maritime House  
Old Town  
Clapham, London, S. W. 4  
England

Via W. U. Cables  
July 3, 1958

General President James R. Hoffa will join our Teamster delegation in Amsterdam arriving on the 24th of July and will leave the morning of the 26th. Would you kindly arrange for hotel accommodations.

H. J. Gibbons,  
Executive Assistant to the  
General President

1272 IC (6-55) Send the above message subject to the terms of the Western Union Telegraph Company set forth in its tariffs on file with the Federal Communications Commission

**PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD**



Telex

## WESTERN UNION

### INTERNATIONAL COMMUNICATIONS

To get fast, dependable service, write in "Via W. U. CABLES" here

To Omer Becu

Meritime House

Old Town

Clapham, London, S. W. 4  
England

Via

W. U. Cables

July 8, 1958

Re ITF Amsterdam Congress is there program, call or preconference material available. If available, please air mail. Would also like to know the hotel where our delegation will be staying. Mrs. Chayfetz will join husband on July 24. Please arrange accommodations for her.

H. J. Gibbons,

Executive Assistant to the Gen. Pres.

1272 1C (6-55)

Send the above message subject to the terms of the Western Union Telegraph Company set forth in its tariffs on file with the Federal Communications Commission

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

*PH*

WESTERN UNION

*Telifax*



JUL 7 1958

D LLC126 PD-FAX DALLAS TEX 7 1035AMC  
JAMES R HOFFA, GENL PRES INTERNATIONAL BROTHERHOOD OF  
TEAMSTERS- 25 LOUISIANA AVE N W WASHDC-  
I HAVE CONTACTED JOE MORGAN IN REFERENCE TO TRIP TO  
TRANSPORTATION FEDERATION MEETING. HE IS VERY HAPPY TO  
ACCEPT THE ASSIGNMENT.  
MURRAY W MILLER.

JUL 7 PM 12 38

FAX

021 11 1 2 TV

WASH DC  
JUL 7 1958  
021 11 1 2 TV

1870-11-813

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LONDON 28 15 1255  
JUL 16 1958  
JUL 16 1958  
LT  
INTERNATIONAL BROTHERHOOD TEAMSTERS  
25 LOUSIANA AVE WASHINGTON DC  
ACCOMMODATION AMSTERDAM MR HOFFA HOTEL KRASNAPOLSKY DAM  
MR AND MRS CHEYFITZ AND MR AND MRS MORGAN HOTEL TORO KONINGSLAAN  
SIXTYFOUR  
INTRANSFE+++  
COMMUNICATIONS, INC. A SERVICE OF RADIO CORPORATION OF AMERICA  
1812 M STREET, N.W., TEL. NA. 8-2600  
RCA COMMUNICATIONS, INC. A SERVICE OF RADIO CORPORATION OF AMERICA  
1812 M STREET, N.W., TEL. NA. 8-2600



General President  
To: **Mr. John T. O'Brian**

From: **H. J. Gibbons**

**7/15/58**  
DATE

**RE: ITF Meeting**

Enclosed find check for \$1,000.00 advance on expenses you will incur in connection with your activities as delegate to the ITF meeting in Amsterdam. Upon your return, you are requested to submit to this office a detailed statement of these expenses and refund any balance left. In addition, I am sending you your credential as a delegate and the agenda for the ITF meeting.

**H. J. Gibbons,  
Executive Assistant to the  
General President**

Office of the General President

To: **Mr. Joseph Morgan**  
From: **H. J. Gibbons**

7/15/58

**RE: ITF Meeting**

Enclosed find check for \$1,000.00 advance on expenses you will incur in connection with your activities as delegate to the ITF meeting in Amsterdam. Upon your return, you are requested to submit to this office a detailed statement of these expenses and refund any balance left. In addition, I am sending you your credential as a delegate and the agenda for the ITF meeting. Also enclosed is your ticket from New York to Amsterdam and return.

**H. J. Gibbons,  
Executive Assistant to the  
General President**

**P. S. Your hotel accommodations will  
also be forwarded to you as soon as we receive same.**

Office of the General President

To: **Mr. J. Filipoff**

From: **H. J. Gibbons**

7/15/58

**RE: ITF Meeting**

Enclosed find check for \$1,000.00 advance on expenses you will incur in connection with your activities as delegate to the ITF meeting in Amsterdam. Upon your return, you are requested to submit to this office a detailed statement of these expenses and refund any balance left. In addition, I am sending you your credential as a delegate and the agenda for the ITF meeting. Also enclosed is your ticket from New York to Amsterdam and return.

**H. J. Gibbons,  
Executive Assistant to the  
General President**

Office of the General President

To: **Mr. Flynn**

From: **H. J. Gibbons**

**7/15/58**

DATE

**RE: ITF MEETING**

Enclosed find check for \$1,000.00 advance on expenses you will incur in connection with your activities as delegate to the ITF meeting in Amsterdam. Upon your return, you are requested to submit to this office a detailed statement of these expenses and refund any balance left. In addition, I am sending you your credential as a delegate and the agenda for the ITF meeting.

**H. J. Gibbons,  
Executive Assistant to the  
General President**



Office of the General President

To: Mr. English

From: H. J. Gibbons

7/15/58  
DATE

RE: Expense advance for delegates to the ITF meeting

This will authorize you to draw a check for \$1,000.00 each payable to Joseph Morgan, John Filippoff, Thomas E. Flynn, John T. O'Brien as an advance on their expenses in connection with their activities as delegates to the ITF meeting in Amsterdam. All delegates will submit detailed statement of expenses.

H. J. Gibbons,  
Executive Assistant to the  
General President

HJG/yk

Office of the General President

To: Mr. English

From: H. J. Gibbons

7/14/58  
DATE

RE: E. T. Chayfetz - expenses to ITF meeting

This will authorize you to draw a check for \$2,000.00 payable to Edward T. Chayfetz as an advance on his expenses in connection with his activities as Advisor to our delegates going to the ITF meeting in Amsterdam on July 21st. On his return, Mr. Chayfetz will submit a detailed statement of his expenses and refund any balance left. This advance includes his air travel cost.

H. J. Gibbons,  
Executive Assistant to the  
General President

HJG/yk

Office of the General President

To: **Mr. E. T. Cheyfitz**

7/15/58

DATE

From: **H. J. Gibbons**

**RE: ITF Meeting**

Enclosed find check for \$2,000.00 advance on expenses in connection with your activities as Advisor to our delegates going to the ITF meeting in Amsterdam. Upon your return, you are requested to submit a detailed statement of expenses to this office and refund any balance left. This advance includes your air travel cost. In addition, I am sending you your credential and the agenda for the meeting.

**H. J. Gibbons,  
Executive Assistant to the  
General President**

July 14, 1958

C  
O  
P  
Y

Mr. John T. O'Driscoll, Vice President  
International Brotherhood of Teamsters  
4217 South Halsted  
Chicago, Illinois

Dear Sir and Brother:

This will advise you that you have been appointed  
as a member of the delegation representing our  
International Union at the forthcoming meeting  
of the International Transportation Federation which  
will be held in Amsterdam, July 21 to August 1, 1958.

Fraternaly yours,

James R. Hoffa,  
General President

JRH/yk



July 14, 1958

C  
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Y

Mrs. Frances G. Knight, Director  
Passport Office  
Department of State  
Washington, D. C.

Dear Madam:

Mr. Joseph Morgan of 515 N. E. 178th Street,  
North Miami Beach, Florida, has asked that the  
enclosed letter be forwarded to your office in  
order to facilitate obtaining his passport.

I would appreciate your attention to this matter  
in order that Mr. Morgan may receive his  
passport before our departure date, July 21, 1958.

Very truly yours,

H. J. Gibbons,  
Executive Assistant to the  
General President

HJG/yk

P. S. He has filed an application for a passport  
last week.

July 14, 1958

Mr. Joseph Morgan, Gen. Organizer  
International Brotherhood of Teamsters  
515 N. E. 178th  
North Miami Beach, Florida

Dear Sir and Brother:

This will advise you that you have been appointed  
as a member of the delegation representing our  
International Union at the forthcoming meeting  
of the International Transportation Federation which  
will be held in Amsterdam, July 21 to August 1, 1958.

Fraternally yours,

James R. Hoffa,  
General President

JRM/yh

July 14, 1958

C  
O  
P  
Y

Mr. Thomas E. Flynn, Chairman  
Eastern Conference of Teamsters  
180 Indiana Ave., N. W.  
Washington, D. C.

Dear Sir and Brother:

This will advise you that you have been appointed  
as a member of the delegation representing our  
International Union at the forthcoming meeting of  
the International Transportation Federation which  
will be held in Amsterdam, July 21 to August 1, 1958.

Fraternally yours,

James R. Hoffa,  
General President

JRH/yk

July 14, 1958

C  
O  
P  
Y

Mr. Joseph Morgan, Gen. Organizer  
International Brotherhood of Teamsters  
515 N. E. 178th Street  
North Miami Beach, Florida

Dear Sir and Brother:

This will advise you that you have been appointed  
as a member of the delegation representing our  
International Union at the forthcoming meeting  
of the International Transportation Federation which  
will be held in Amsterdam, July 21 to August 1, 1958.

Fraternally yours,

*James R. Hoffa*  
James R. Hoffa,  
General President

JRH/ya



FROM: Irv Edelstein  
6363 Wilshire Blvd.  
Los Angeles 48, Calif.  
OLive 3-7420

ADMINISTRATIVE FILE

234

X

X

July 14, 1958

FOR IMMEDIATE RELEASE

A Los Angeles Teamster official, John Filipoff, Secretary of Local 208, will attend the annual meeting of International Transport Federation in Amsterdam, Holland, July 23 to 30th, as the International Teamster delegate from the West Coast.

Mr. Filipoff, who also is vice president of the Western Conference of Teamsters from Joint Council 42, was appointed by Teamster President James R. Hoffa to represent the union at the world-wide meeting of transport workers in Holland, it was announced today.

Major problems facing workers in the transportation fields will be on the Holland agenda, with recent Teamster plans for a land, air, sea conference on transportation unity expected to be discussed, labor spokesmen indicated.

Mr. Filipoff is secretary-treasurer of the General Hauling and Over-The-Road Division of the Western Conference. He will leave July 20 for New York, where he will depart for the conference with other ITF representatives from United States.

-90-

JUL 12 1 14 PM 1958

C. A. W. H. O. L. V.  
F. B. O. L. I.  
RECEIVED

From the Desk of:  
YUKI KATO

Date \_\_\_\_\_

**Delegates to ITF**

What kind of advance and expenses  
will these people get.

Wash. to N. Y. - \$17.60 tax included one way  
33.44 tax incl. round trip

**New York to Amsterdam**

One way \$455.00  
Round trip \$819.00

No. 7911 States Office Building Co., Inc. Lawrence & 4002

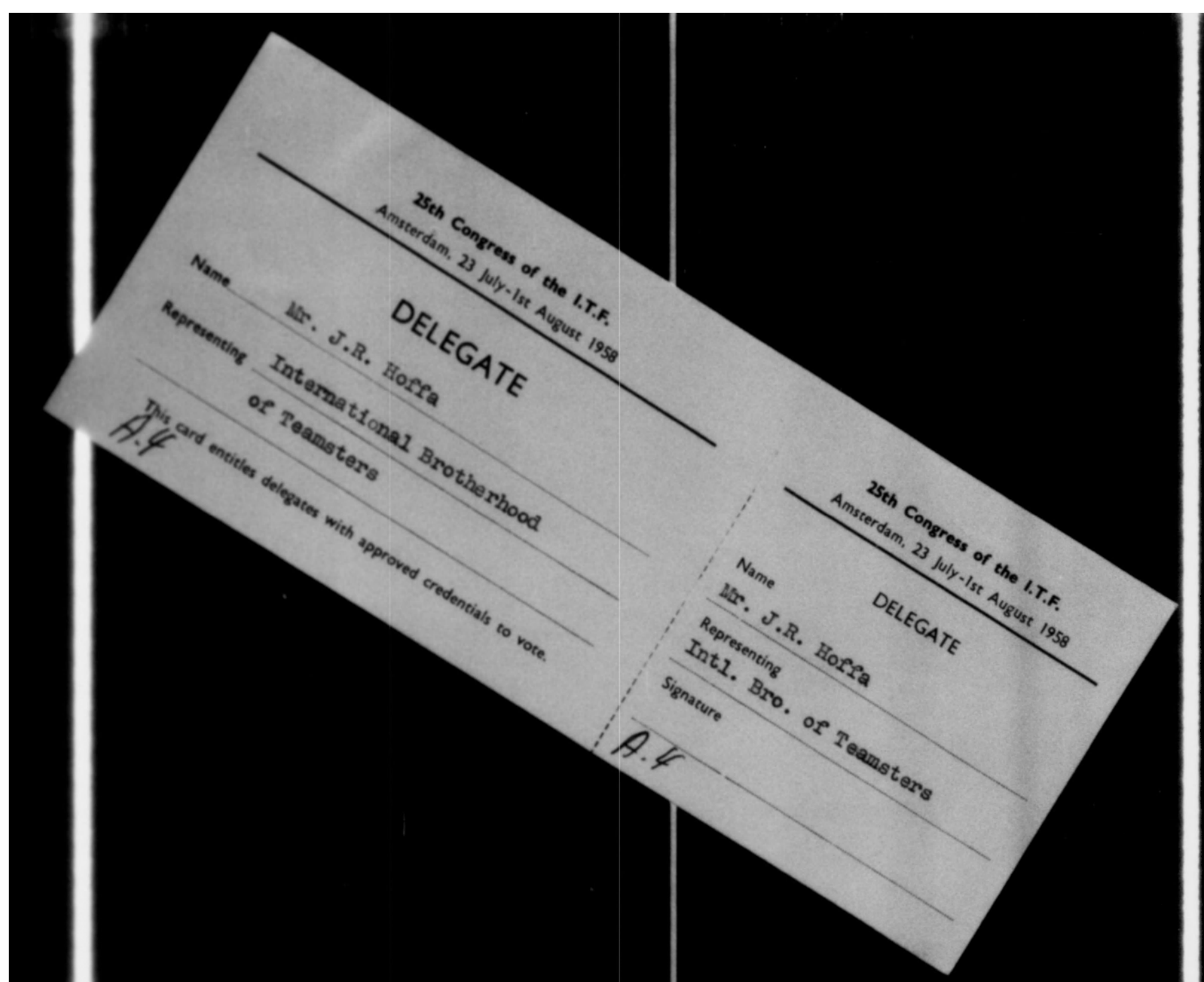
NAME  
Mr. \_\_\_\_\_  
of \_\_\_\_\_  
Bldg. \_\_\_\_\_

Pls. sign this card and carry with you at all times, if you go, the A.4 at bottom of card indicates the table where you will sit in the Congress Hall/d

|           |                  |
|-----------|------------------|
| REAR      | BOTH             |
| CORNER    | NAT. EXT. ROOM   |
| LETTERING | PARTIAL EXT. RM. |

YOU WERE OUT  
Time \_\_\_\_\_

To \_\_\_\_\_  
Jimmy,





Mr. J.R. Hoffa,  
International Brotherhood  
of Teamsters



International Transport Workers' Federation

President: HANS JAHN · Vice-President: FRANK COUDENS  
General Secretary: O. BECU  
Head Office: Maritime House, Old Town, Clapham, London, S.W.4  
Telephone: MACaulay 5501-2 · Telegrams: Intransfo, London

June, 1958.

To delegates and advisers to the I.T.F. Amsterdam Congress

Dear Friends,

We have pleasure in enclosing your admission card to the Twenty-Fifth Congress of the I.T.F., which will be held in the Grand Hotel Krasnapolsky, Dam, Amsterdam, commencing at 10 a.m. on Wednesday, 23rd July, 1958 (doors open at 9 a.m.). Please arrive in good time for registration.

The card not only secures admission to the Congress Hall but also entitles delegates to vote once their credentials have been approved by the Credentials Committee. (Advisers have no vote.) You should, therefore, carry the card with you throughout the Congress proceedings. Where applicable we have also enclosed a card for anyone accompanying you to the Congress.

Please note that the detachable coupon has to be signed and handed in on entering the Congress Hall.

Yours sincerely,

General Secretary.

P.S. The letter and number in the bottom left-hand corner of the card indicate the table where you will be seated in the Congress Hall. The holders of guest cards which do not bear a letter and number indicating seating arrangements will be seated in the gallery.

*All communications to be addressed to the General Secretary*

FOR A WORLD IN CONFUSION  
THERE IS AN ANSWER

You are invited to  
**A SUMMIT CONFERENCE**  
for the  
**MORAL RE-ARMAMENT**  
**OF THE WORLD**

MACKINAC ISLAND, MICHIGAN from May 29, 1958

CAUX-SUR-MONTREUX, SWITZERLAND from July 1, 1958

BOTH CONFERENCES CONTINUING THROUGHOUT THE SUMMER

"Before a God-led unity each last problem can be solved.  
Empty hands will be filled with work, empty stomachs with food, and  
empty hearts with an idea that really satisfies."

Dr. FRANK N. D. BUCHMAN



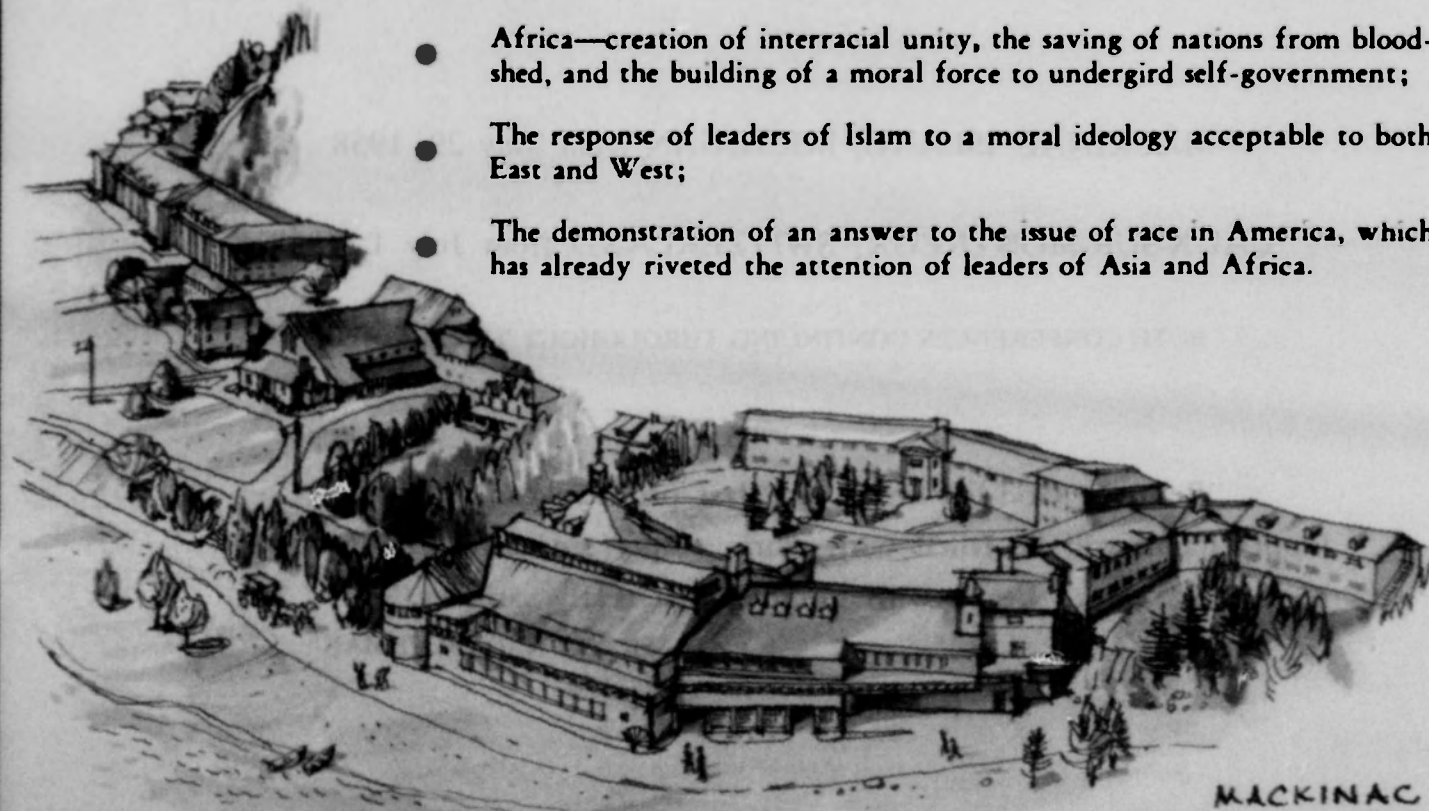
Governments as fully convinced of Moral Re-Armament as Moscow is of Communism will lead the world immediately to a new era of unity, peace and plenty – the God-given heritage of the millions of every nation.

Dr. FRANK N. D. BUCHMAN

## A UNITING IDEOLOGY IS THE ESSENTIAL PRECONDITION OF ANY SUCCESSFUL SUMMIT CONFERENCE

A GROUP OF EUROPEAN POLITICAL LEADERS recently summarized the part played by Moral Re-Armament in the emergence of a new statesmanship in the world:

- Foundations laid for new trust between Germany and France and for a common destiny for the peoples of Europe;
- Unity brought between Japan and her neighbors of South East Asia;
- Africa—creation of interracial unity, the saving of nations from bloodshed, and the building of a moral force to undergird self-government;
- The response of leaders of Islam to a moral ideology acceptable to both East and West;
- The demonstration of an answer to the issue of race in America, which has already riveted the attention of leaders of Asia and Africa.



"Moral Re-Armament in America and throughout the world has changed the course of current history."  
*Editorial in NEW YORK JOURNAL AMERICAN, July 28, 1957*

"Men who think only in economic and political terms will run away before the ideological crisis of our time. Moral Re-Armament has the spirit to overcome the fears that beset us today. In Caux and at Mackinac will be the conferences of true unity and true ideology for all races of the world. Moral Re-Armament will hold these moral summit conferences at Caux and Mackinac and see them succeed."

*PROFESSOR HANS KOCH, Director of the Institute for East European Affairs in Munich, speaking at Caux, April 1958*

"I have been impressed by the effectiveness of MRA in creating unity between peoples who have been divided. I have myself experienced the power of honest apology in healing the hurts of the past. This idea is the most needed at this crucial time in our history."

*NOBUSURE KISHI, Prime Minister of Japan*

"It is with real appreciation of the actual and potential influence exercised by Moral Re-Armament on the peoples of the world that I renew my faith in and support for the splendid work being done by MRA. This ideology is above race and class because it answers the need of the heart. It seeks to change men, their ideas, motives, aims."

*U NU, Prime Minister of Burma*

"The destiny of Asia and Africa is entwined in the roots of our common spiritual heritage. We leaders of the Sudan want to play our part with Prime Minister Kishi, President Garcia, Prime Minister U Nu and other Asian leaders whose initiative and statesmanship is paving the way for the moral re-armament of the nations under the common authority of the guidance of God."

*SAYED ABDULLAH KHALIL, Prime Minister of Sudan*



"In this time of confusion we need an ideology which can bring clarity and a moral force to shape international relations as well as our own national life."

DR. KONRAD ADENAUER, *Chancellor of the Federal Republic of Germany*

"MRA provides teams of trained men ready for the service of the state, builders of a new world. It is the start of a far-reaching transformation of society which has already begun."

ROBERT SCHUMAN of France in his foreword  
to the French edition of Frank Buchman's speeches

"With this we can change the world." FELIXBERTO SERRANO, *Foreign Secretary of the Philippines*

"The hearts and minds of Asians and Africans have been gripped by Moral Re-Armament. This is the ideology on which Eastern and Western countries can unite. MRA challenged me to apply to my own life the standards that my grandfather applied to his. I have decided to give all I have with this force which is turning the tide of history."

RAJMOHAN GANDHI, *Grandson of Mahatma Gandhi*

Mackinac and Caux are Schools of Statesmanship  
where statesmen, workers, industrialists are trained to meet men with a  
materialist ideology and win them to a superior idea.

#### ARRANGEMENTS

##### TRAVEL FACILITIES TO MACKINAC ISLAND

By Rail: To Mackinaw City, Michigan, from Detroit (New York Central) or Chicago and Cincinnati (Pennsylvania RR)

To Rudyard, Michigan, from Chicago (Milwaukee Road) or Minneapolis (Soo Line)  
To Sault Ste. Marie, Ontario (Canadian Pacific)

By Air: To Prillston, Michigan, from Detroit or Chicago (Capital Airlines)  
To Sault Ste. Marie, Michigan (Trans-Canada Air Lines)

By Bus: To Mackinaw City or St. Ignace, Michigan (Greyhound Lines)

Transportation from all these points available for connections with ferry departures from Mackinaw City and St. Ignace to Mackinac Island at frequent intervals throughout the day.

##### TRAVEL FACILITIES TO CAUX-SUR-MONTRÉUX

By Air: To Geneva, served by major air lines

By Rail: To Montreux (Paris-Simplon Line)

FOR RESERVATIONS: Write, wire, or telephone MORAL RE-ARMAMENT

Cedar Point, Mackinac Island, Michigan, Telephone 2711. After May 27, Viking 7-3311

Mountain House, Caux-sur-Montreux, Switzerland, Telephone (021) 6 42 41



Printed in U.S.A.

XXV.C-1(b)

International Transport Workers' Federation

Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

TIMETABLE

|                    |                   |  |
|--------------------|-------------------|--|
| Wednesday, 23 July | 10 a.m.           | <u>Plenary session</u>   |
|                    | 2.30 p.m.         | <u>Plenary session</u>   |
|                    | 5 p.m.            | Credentials Committee  |
| Thursday, 24 July  | 9 a.m.            | <u>Plenary session</u>   |
|                    | 2 p.m.            | Conference of the Dockers' Section   |
|                    | 2 p.m.            | Conference of the Road Transport Workers' Section  |
|                    | 5 p.m.            | Credentials Committee  |
| Friday, 25 July    | 9 a.m.            | Conference of the Railwaymen's Section   |
|                    | 9 a.m.            | Conference of the Fishermen's Section  |
|                    | 2 p.m.            | Conference of the Inland Navigation Section  |
|                    | 2 p.m.            | Conference of the Seafarers' Section   |
|                    | 5 p.m.            | Resolutions Committee  |
| Saturday, 26 July  | 9 a.m.            | <u>Plenary session</u>   |
|                    | 2 p.m.            | Conference of the Civil Aviation Section   |
|                    | 2 p.m.            | Joint Conference of the Seafarers' and Dockers' Sections   |
|                    | 5 p.m.            | Resolutions Committee  |
| Sunday, 27 July    | E X C U R S I O N |  |
| Monday, 28 July    | 9 a.m.            | <u>Plenary session</u>   |
| Tuesday, 29 July   | 9 a.m.            | <u>Plenary session</u>   |
|                    | 2 p.m.            | Reserved for any additional section conferences which may be necessary; alternatively <u>Plenary session</u> |
|                    | 5 p.m.            | Resolutions Committee (if necessary)   |
| Wednesday, 30 July | 9 a.m.            | Electoral groups   |
|                    | 10 a.m.           | <u>Plenary session</u>   |
|                    | 2.30 p.m.         | <u>Plenary session</u>   |
| Thursday, 31 July  | 9 a.m.            | <u>Plenary session</u>   |
|                    | 2 p.m.            | <u>Plenary session</u>   |
| Friday, 1 August   | 9 a.m.            | <u>Plenary session</u>   |
|                    | 2 p.m.            | <u>Plenary session</u> (if necessary)  |

P.T.O.

PROPOSED STANDING ORDERS

1. The Executive Committee of the I.T.F. shall act as Standing Orders Committee of the Congress.
2. The official languages of the Congress are English, French, German, and Swedish, into which all speeches and texts will be translated. Delegates may speak in their own language. Interpretation into an official language must in such cases be provided by the delegation concerned, though the Secretariat will co-operate as far as possible.
3. A time limit for speeches will be fixed by the President, if necessary, according to the requirements of the timetable of the Congress.
4. The Report of the Credentials Committee shall be dealt with immediately after it has been handed to the President.
5. The voting procedure, as provided by the Constitution (Rule VI, Section 8), is as follows:

"Voting at Congress shall normally be by show of hands and decision by simple majority.

A card vote shall be taken if requested, before the vote, by the delegates of at least three organizations. For this purpose the voting strength of each delegation shall be directly proportional to the affiliation fees actually paid by its organization for the quarter immediately preceding the Congress.

Decision by card vote shall also be by simple majority, except in the case of votes for amendments of the Constitution or expulsion of an affiliated organization, which must secure two-thirds of the votes cast."

6. Delegates are free to move any motion bearing upon subjects on the agenda, but the President may defer the debate on such a motion until it has been put in writing and distributed among delegates.

The same applies to amendments to proposals submitted by affiliated organizations or the Executive Committee.

7. Emergency resolutions can only be moved with the consent of the Standing Orders Committee or of the Congress should the matter be referred to it by the Standing Orders Committee.



XXV.C-1

International Transport Workers' Federation

Twenty-Fifth Congress

Amsterdam, 23 July to 1 August 1958

A G E N D A

1. Opening and welcoming addresses
2. Presidential address
3. (a) Election of Credentials Committee  
(b) Election of Resolutions Committee
4. Standing Orders
5. Report on activities for the years 1956 and 1957
6. Financial report for the years 1956 and 1957
7. Amendments to the Constitution of the I.T.F.
8. Affiliation fees
9. Regional activities
10. Co-ordination and integration of European transport
11. Resolutions and proposals submitted
12. Elections:
  - (a) General Council
  - (b) Executive Committee
  - (c) Management Committee
  - (d) Committee of Auditors
  - (e) General Secretary
13. Headquarters
14. Date and place of next Congress



International Transport Workers' FederationTwenty-Fifth CongressAmsterdam, 23 July to 1 August 1958

Item 11 on the agenda:

RESOLUTIONS AND PROPOSALS SUBMITTED1. Amendment to Rule VI of the I.T.F. Constitution

- (a) This Congress resolves to amend Paragraph 2 of Rule VI of the I.T.F. Constitution so as to read:

"2. The Congress shall meet in ordinary session every three years on dates to be determined by the Executive Committee"

Comment from the sponsoring organization

An interval of only two years between Congresses does not allow sufficient time for the effective implementation of the decisions of one Congress before another is under preparation and the limited staff of the Secretariat is under a heavy strain coping with these and the constantly growing sectional activities.

Furthermore, the fact that the I.T.F. has become a world-wide organization means that the amount of time spent on travelling by representatives of the I.T.F. and its affiliated unions leaves in a two-year period only a minimum of time for other equally necessary and useful work.

Lastly, the holding of biennial Congresses imposes a heavy financial burden on the I.T.F. and its affiliated unions, many of whom are small unions with strictly limited resources who are having difficulty in taking as much part as they would like in the life and activities of the I.T.F.

Submitted by the French Railwaymen's Federation

- (b) This Congress decides to amend Paragraph 2 of Rule VI of the I.T.F. Constitution so as to read:

"2. The Congress shall meet in ordinary session every three years on dates to be determined by the Executive Committee."

Submitted by the Norwegian Railwaymen's Union, the Norwegian Locomotivemen's Union, the Norwegian Transport Workers' Union, the Norwegian Seamen's Union.

2. Affiliation fees

This Congress decides that the present method of assessing affiliation fees to the I.T.F. on the basis of a sliding scale should be discontinued and substituted by a contribution of a flat rate of 5d. per affiliated member.

Submitted by the British Transport Salaried Staffs' Association.

3. Establishment of an I.T.F. Industrial Section for travel agency workers

This Congress is of the opinion that travel agency workers form a part of the transport industry work-force, in that travel agencies play an important part in the industry and the social and economic conditions of their workers are in most cases linked with those of other transport workers. Since there is at present no instrument either within the I.T.F. or the I.L.O. for the collective expression of travel agency workers' views and since there is a clear and growing desire for unity among these workers, the Congress recommends the establishment within a reasonable period of an I.T.F. Industrial Section catering specifically for travel agency workers.

Submitted by the Japan Travel Bureau Workers' Union

4. Establishment of an I.T.F. Regional Office in East Africa

This Congress notes that there is a great need for trained trade union leaders in East Africa; that transport workers comprise almost half of the East African work-force, and yet are mostly unorganized; that the distance between the I.T.F. headquarters and its African affiliates and between the African affiliates themselves makes contact almost impossible; and that the expansion of the I.T.F. in other continents has mainly followed the establishment of Regional Offices. It decides, therefore, that priority should be given to the establishment of an I.T.F. Regional Office in East Africa in order both to put into effect a programme of trade union education and to establish close contact between the I.T.F.'s African affiliates.

Submitted by the Tanganyika Transport and Allied Workers' Union, the Tanganyika Dock Workers' Union and the Tanganyika Railway African Union.

5. Trade union freedom in East Africa and support to dependent countries

This Congress notes that the present labour legislation in British East Africa has been enacted without consultation with the workers' organizations and that it is designed to restrict the union's freedom. It resolves to protest to the East African governments against restrictions on freedom of association and, further, resolves generally to give all possible support to those countries now struggling for their independence in the belief that the right of a people to govern themselves is a fundamental principle which admits no compromise.

Submitted by the Tanganyika Transport and Allied Workers' Union, the Tanganyika Dock Workers' Union and the Tanganyika Railway African Union.

6. Importation of dock labour into Nigeria

This Congress notes that the most important factor contributing to the poor working conditions of Nigerian dockers is the importation into Nigeria of dock labour from other colonies. It decides, therefore, to request the Executive Committee to consider the possibility of a meeting between representatives of the I.T.F. and of the Overseas Employers' Federation to find if there is any reason why this practice should still take place.

Submitted by the Amalgamated Dock Workers' Union of Nigeria and the Cameroons.

7. Protection against accidents to workers in the loading and unloading of ships

This Congress resolves that the I.T.F. should consider seriously measures to safeguard seamen and dockers against accidents during the loading and unloading of ships. Notwithstanding instruments such as the I.L.O. Labour Inspection (Seamen) Recommendation of 1926 and the I.L.O. Convention (Revised) on Protection against Accidents (Dockers) of 1932 which many maritime countries have ratified, little has been done in this direction. Defects in loading and unloading apparatus are still commonly found in ships of various nationalities and many fatal accidents have resulted from them.

Submitted by the Finnish Seamen's Union.



International Transport Workers' FederationTwenty-Fifth CongressAmsterdam, 23 July to 1 August 1958AGENDAS OF SECTION CONFERENCESSeafarers' Section

1. Election of Section Chairman and Vice-Chairman
2. Election of Rapporteur
3. Report on Activities
4. Report of Special Seafarers' Section
5. Proposals submitted
6. Report on Co-ordination and Integration of Transport
7. Election of Section Committee
8. Date and place of next Section Conference
9. Any other business

Road Transport Workers' Section

1. Election of Section Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Legal Assistance
6. Civil liability of drivers
7. Date and place of next Section Conference
8. Election of Section Committee
9. Any other business

Railwaymen's Section

1. Election of Section Chairman
2. Election of Rapporteur
3. Report on Activities
4. Manning of locomotives
5. Proposals submitted
6. Trade union activities among personnel of sleeping and restaurant cars in Europe
7. Date and place of next Section Conference
8. Election of Section Committee
9. Any other business

Inland Navigation Section

1. Election of Section Chairman and Vice-Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Report on Co-ordination and Integration of Transport
6. Election of members of Section Conference
7. Any other business

Dockers' Section

1. Election of Section Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Report on Co-ordination and Integration of Transport
6. Report of the Special (Seafarers') Section
7. Election of Section Committee
8. Any other business



Fishermer's Section

1. Election of Section Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Election of Section Committee
6. Any other business

Civil Aviation Section

1. Election of Section Chairman and Vice-Chairman
2. Election of Rapporteur
3. Report on Activities
4. Proposals submitted
5. Flight time limitations
6. Crew complement
7. Job security among ground staff
8. Report on Co-ordination and Integration of Transport
9. Any other business

Joint Meeting of Seafarers' and Dockers' Sections

To review progress in campaign with Panama and similar flag ships and to consider future action

International Transport Workers' FederationTwenty-Fifth CongressAmsterdam, 23 July to 1 August 1958ROAD TRANSPORT WORKERS' SECTIONNote on the agenda of the Section ConferenceItem 5: Legal assistance

Since the issue of ITF circular No. 53/Rt4 of 31st December 1954 the following unions have acceded to the Agreement concerning legal assistance to drivers visiting foreign countries in the course of their work:

## (a) Under Article 3(A) of the Agreement:

Algemene Bond "Mercurius",  
Postbus 5150,  
Amsterdam-Z.I.

In virtue of an arrangement between this organization and the Netherlands Union of Transport Workers (NBV), legal assistance to drivers entering Holland will be given exclusively through the latter organization. Accordingly "Mercurius" will not issue any list of addresses at which legal assistance can be applied for. In all cases the directory of the NBV should be used.

## (b) Under Article 3(B):

Suomen Autoalantoyontekijain Liitto (SAL) RY,  
Passivuorenkatu 5,  
Helsinki.

This Union has therefore only accepted obligations in respect of drivers visiting Finland. It explains that it is unable to accept the reciprocity clauses of the Agreement as it does not provide legal assistance facilities for its own members.

As stated in the Agreement, the details concerning the assistance to be given, whether reciprocal or not, are a matter for direct arrangement between the unions concerned. We understand that the Swedish Transport Workers' Union has submitted a draft text on the subject to the other unions who are party to the Agreement, but to what extent this has been accepted we do not know.

A reciprocity agreement has also been worked out between the German Transport Workers' Union (OTV) and the Austrian Union, but we do not know whether it has entered into force. We should be glad if further progress could be made in respect of the Agreement on the occasion of the forthcoming conference of the Section, and are open to any suggestions on the subject.

**Item 6: Civil liability of drivers**

By Circular No. 1/Rt1 of 7th January 1958 we advised that the Report of the Experts has been circulated by the ILO to unions via Governments. Unions were invited to communicate their views on the subject to the ILO, and to send a copy thereof to the ITF for information. No union has so far complied with this request. We should therefore be obliged for any information supplied on the subject at the forthcoming conference of the Section.

London, 13 June 1958

The Section Secretary

Since the issue of ITF Circular No. 83/Rt1 of 21st December 1954 the following unions have acceded to the Agreement concerning the legal assistance to drivers visiting foreign countries in the course of their work:

(a) Under Article 3(A) of the Agreement:

Algemeene Bond "Vereniging"  
Postbus 3150  
Amsterdam-1.1.

In virtue of an arrangement between this organization and the Nederlandse Union of Transport Workers (NUTV), legal assistance to drivers entering Holland will be given exclusively through the latter organization. Accordingly "Vereniging" will not issue any list of addresses at which legal assistance can be applied for. In all cases the directory of the NUTV should be used.

(b) Under Article 3(B):

Suomen Autoliikenteollisuuden Liitto (SAL) RY,  
Päämajatienkatu 5,  
Helsinki.

This Union has therefore only accepted obligations in respect of drivers visiting Finland. It explains that it is unable to accept the reciprocity clause of the Agreement as it does not provide legal assistance facilities for its own members.

As stated in the Agreement, the details concerning the assistance to be given, whether reciprocal or not, are a matter for direct arrangement between the unions concerned. We understand that the Swedish Transport Workers' Union has submitted a draft text on the subject to the other unions who are party to the Agreement, but to what extent this has been accepted we do not know.

A reciprocity agreement has also been worked out between the German Transport Workers' Union (OTV) and the Austrian Union, but we do not know whether it has been put into force. We should be glad if further progress could be made in respect of the Agreement on the occasion of the forthcoming conference of the Section, and are open to any suggestion on the subject.





International Transport Workers' Federation

President: HANS JAHN • Vice-President: FRANK COOPER  
General Secretary: O. BACU  
Head Office: Maritime House, Old Town, Clapham, London, S.W.4  
Telephone: MACaulay 5501-2 • Telegrams: Intransfe, London

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Circular No. 18/A1

23rd June, 1958

To all affiliated unions

Dear Colleagues,

We have the extremely sad task of informing you that our very dear friend Ingvald Haugen of the Norwegian Seamen's Union, who played such an outstandingly active rôle in our Seafarers' Section and Executive Committee, passed away on Friday, 20th June, at the age of 63. Brother Haugen had only recently entered hospital and his death came as the result of a heart attack following a minor operation. The funeral will be held in Oslo on Thursday, 26th June.

We feel sure that all of you would like to join with the ITF Secretariat in paying a last tribute to a very well-loved comrade and friend who devoted his whole life to the transport workers' cause, both nationally and internationally. Messages of condolence should be sent to the Norwegian Seamen's Union at the following address:

Norsk Sjømannsforbund,  
Sjømannenes Hus,  
Grev Wedels plass 5-6,  
Oslo, Norway.

Telegrams should be sent to: Sjømannsunion, Oslo.

Yours sincerely,

General Secretary

All communications to be addressed to the General Secretary



**MR. GIBBONS CONTACTS IN ISRAEL**

**WIRE IN ADVANCE**

**Meyer Weisgal  
Executive Head of the Weitzman Institute  
Rehovoth, Israel**

**Teddy Koelek  
Prime Ministers Office  
Jerusalem**

CANDIDATES FOR THE EXECUTIVE COMMITTEE

~~E. Bore, Argentina~~ R

~~E. Bore, Denmark~~ ✓

P. Cousins, Great Britain

✓ H. Dekeyzer, Belgium

✓ H. Düby, Switzerland

~~S. P. Greene, Great Britain~~

✓ G. Hauge, Norway

✓ H. J. Kanne, Netherlands

~~J. Knight, Grenada~~ ✓

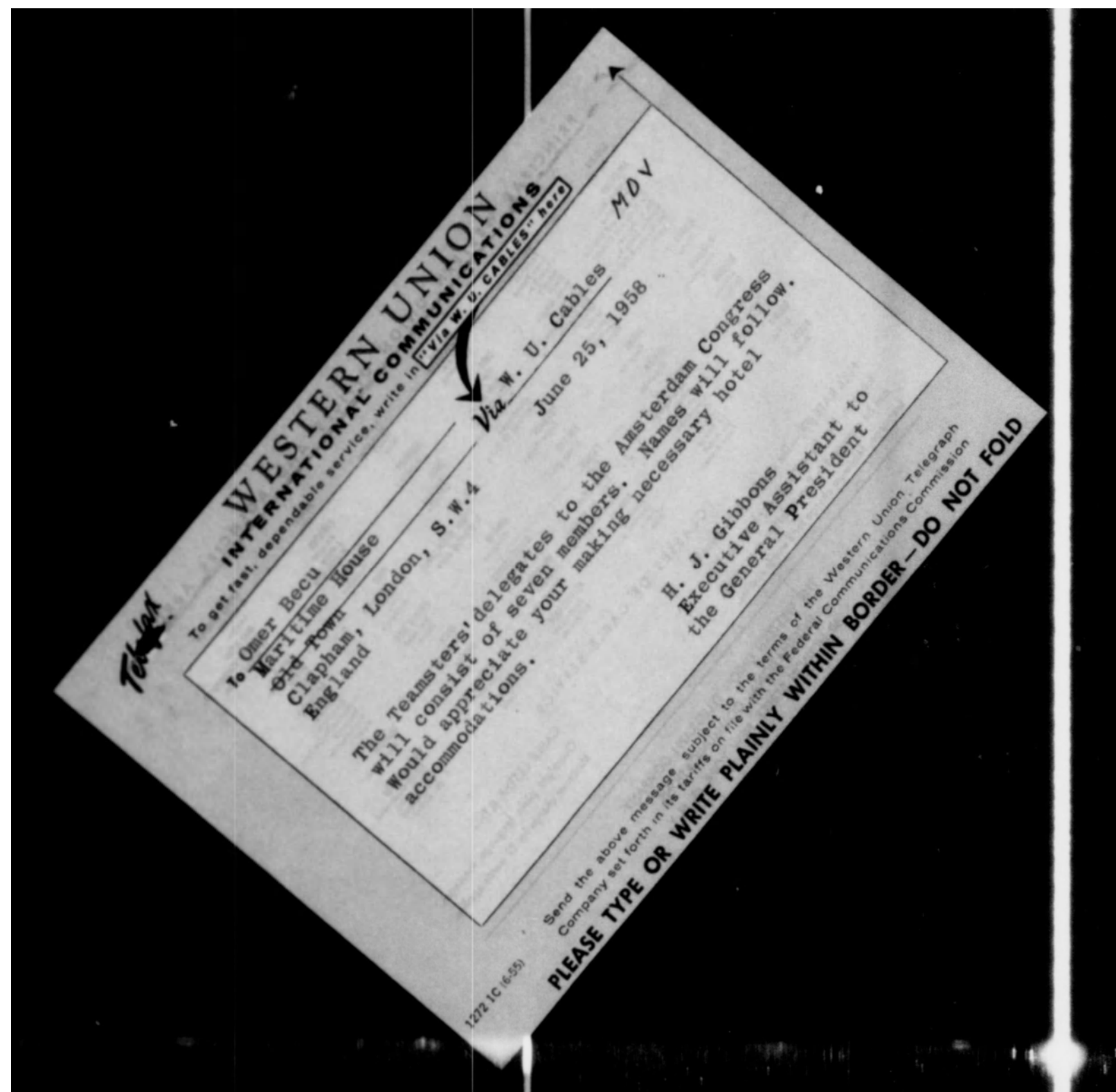
S. Klinge, Sweden

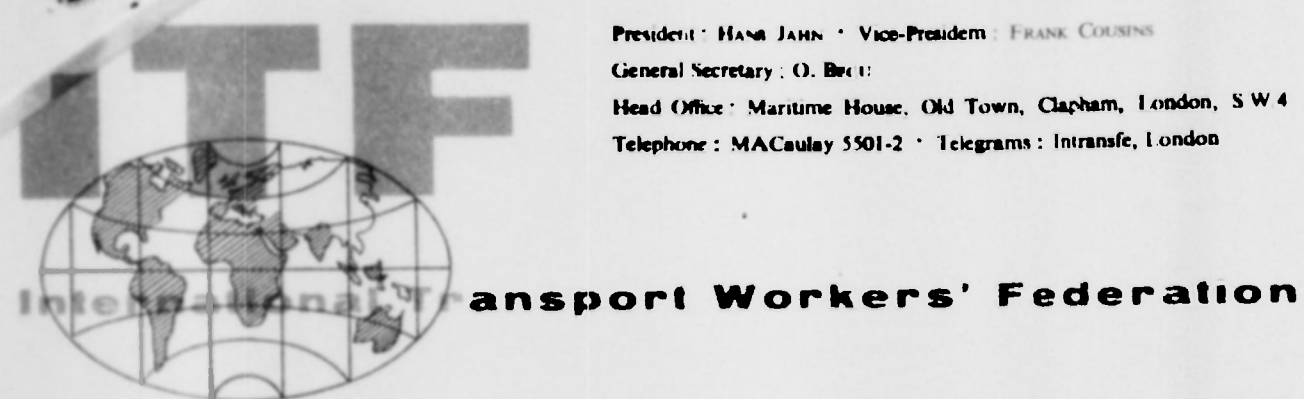
✓ P. Laurent, France

✓ A. E. Lyon, USA R

J. Matejcek, Austria

Ph. Seibert, Germany





President: Hans Jahn • Vice-President: Frank Cousins  
General Secretary: O. Beitz  
Head Office: Maritime House, Old Town, Clapham, London, S W 4  
Telephone: MA Caulay 5501-2 • Telegrams: Intransaf, London

B/A/TD

23rd June, 1958.

Mr. J. Hoffa,  
General President,  
International Brotherhood of Teamsters,  
Chauffeurs, Warehousemen and Helpers  
of America,  
25 Louisiana Ave., N.W.,  
Washington 1, D.C.,  
U.S.A.

Dear Brother Hoffa,

May I draw your attention to the fact that you have not yet informed us of the composition of your delegation to our Amsterdam Congress. The matter is rather urgent because the Amsterdam hotels will be overcrowded during the full tourist season and we have difficulties in obtaining the necessary accommodation.

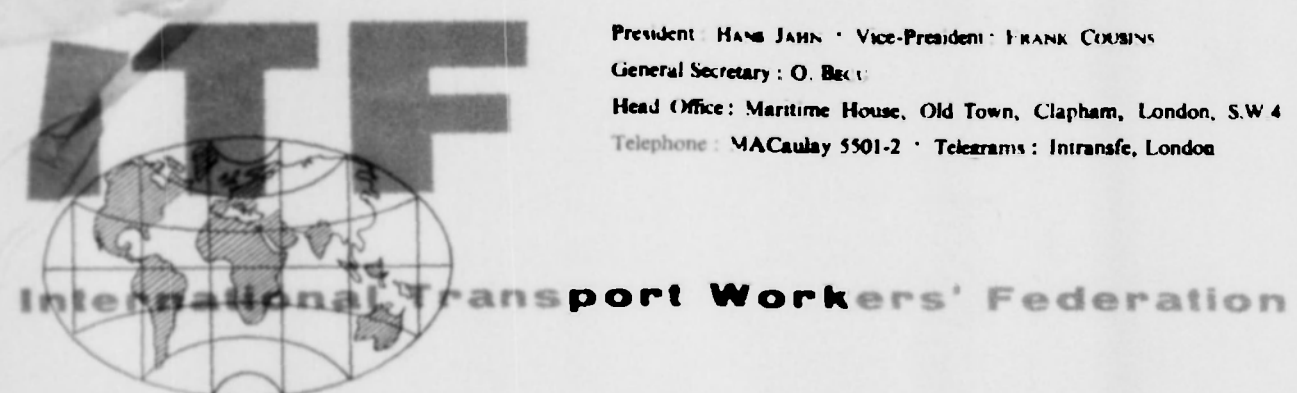
I very much hope that your Brotherhood will be represented and should in this connection like to draw your attention to the letters we wrote to Brother Steinberg on 23rd April.

Yours fraternally,

General Secretary.

All communications to be addressed to the General Secretary





President: HANS JAHN · Vice-President: FRANK COUBINS  
General Secretary: O. BACU  
Head Office: Maritime House, Old Town, Clapham, London, S.W. 4  
Telephone: MACaulay 5501-2 · Telegrams: Intransfe, London

19th May, 1958.

Mr. J. R. Hoffa,  
General President,  
International Brotherhood of Teamsters,  
25 Louisiana Avenue, N.W.,  
Washington 1, D.C.,  
U.S.A.

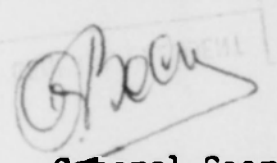
Dear Brother Hoffa,

I acknowledge receipt of your letter of 13th May and note with satisfaction that you intend to send a full delegation to the I.T.F. Biennial Congress to be held in Amsterdam from 23rd July to 1st August.

With regard to your question as to the number of voting delegates to which your Brotherhood is entitled, I am enclosing a copy of the Constitution of the I.T.F., in which you will find under Rule VI, Paragraph 4. the required information.

I shall be pleased to hear from you further as soon as a final decision regarding attendance at our Congress has been taken.

Yours fraternally,

  
General Secretary.



All communications to be addressed to the General Secretary



# CONSTITUTION

of the

**International Transport  
Workers' Federation**

as revised at

the 24th Biennial Congress

held at Vienna from

18 to 26 July 1956

# CONTENTS

|   |    |
|---|----|
| Preamble  | 1  |
| Rule I. Objects   | 1  |
| Rule II. Methods  | 2  |
| Rule III. Membership  | 2  |
| Rule IV. Obligations of Affiliated Organizations                  | 3  |
| Rule V. Withdrawal, Lapse of Membership, Suspension and Expulsion | 4  |
| Rule VI. The Congress   | 4  |
| Rule VII. The General Council                                     | 7  |
| Rule VIII. The Executive Committee                                | 9  |
| Rule IX. The Management Committee                                 | 10 |
| Rule X. The President and Vice President                          | 11 |
| Rule XI. The Secretariat  | 12 |
| Rule XII. Publications  | 13 |
| Rule XIII. Headquarters   | 13 |
| Rule XIV. Regional Organization                                   | 13 |
| Rule XV. Industrial Sections                                      | 14 |
| Rule XVI. Assistance in Major Conflicts                           | 15 |
| Rule XVII. Affiliation Fees                                       | 15 |
| Rule XVIII. Finance and Auditing                                  | 16 |
| Rule XIX. Dissolution of the Federation                           | 17 |
| Rule XX. Validity and Revision of Constitution                    | 17 |

## CONSTITUTION

of the International Transport Workers' Federation  
as revised at the 24th Biennial Congress  
held at Vienna from 18 to 26 July 1966

### PREAMBLE

The International Transport Workers' Federation, founded in 1900, is an international organization which aims to embrace the trade unions of the transport workers of all countries, irrespective of their colour, nationality, race or creed.

It is a free trade union body, established in defence and further, in the international plane, the economic and social interests of transport workers of all kinds, and their trade unions. It stands for the defence of democracy and freedom and is opposed to colonialism, totalitarianism and aggression in all their forms.

The Federation's activities shall be governed by the following Constitution:

### Part I. OBJECTS

The objects of the Federation shall be:

- (a) to support national and international action in the struggle against economic exploitation and political oppression and to make international working class solidarity effective;
- (b) to co-operate in the establishment of a world order based on the recognition of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources;
- (c) to seek universal recognition and enforcement of the right of trade union organization;
- (d) to defend and promote, in the international plane, the economic, social and occupational interests of all transport workers;
- (e) to represent the transport workers in international agencies performing functions which affect their social, economic and occupational conditions;



- (d) to furnish its affiliated organizations with information about the wage, and working conditions of transport workers in different parts of the world, legislation affecting them, the development and activities of their trade unions, and other kindred matters.

#### Rule II. METHODS

The Federation shall work for these objects by:

- (a) establishing and maintaining close relations between the trade union organizations of transport workers of all countries;
- (b) helping to organize the transport workers in countries where they are unorganized or only partly organized and assisting weak organizations worthy of it, in particular by enlisting the support of public opinion for improvements in the social conditions in the countries concerned;
- (c) promoting, establishing and operating schemes of mutual assistance among transport workers' trade unions of different countries, and supporting transport workers' trade unions engaged in disputes;
- (d) co-operating with other international bodies, collecting and distributing information about the working and living conditions of transport workers and matters affecting these conditions, such as national and international legislation, regulations relating to work in the transport industries, technical developments affecting the life and work of transport workers, and organization, ownership and management of transport industries.

#### Rule III. MEMBERSHIP

1. All trade unions and associations of trade unions (including persons engaged in any capacity in any transport industry, whether publicly or privately owned or operated), are eligible for affiliation to the Federation, provided that:

- (a) they subscribe to the objects of the Federation as defined in the present Constitution;
- (b) their constitution and practice ensures democratic conduct of their affairs;
- (c) they undertake to fulfil the obligations arising from affiliation.

2. Applications for membership of the Federation shall be submitted in writing to the Executive Committee, which shall have power to accept or reject them after consultation with the organizations of the same country affiliated with the Federation. When the Executive Committee thinks fit the decision shall be referred to the General Council, before whom the organizations consulted may, in case of disagreement, state their position. An organization whose application has been rejected may re-submit it in writing to the Congress.

#### **Rule IV. OBLIGATIONS OF AFFILIATED ORGANIZATIONS**

Membership of the Federation shall not involve any sacrifice of autonomy by the organizations, but by joining they assume the following obligations:

- (a) to pay affiliation fees at the rates and under the conditions fixed by the competent authorities of the Federation;
- (b) to furnish regularly to the Secretariat any information which may be of interest, or may be asked for, about their activities and development;
- (c) to co-operate in carrying out the decisions of the governing and executive bodies of the Federation, and to report to the Secretariat on the action taken and its result, or on the reasons why no action is taken;
- (d) to make known among their members the principles, policy and decisions of the Federation and to report to their governing bodies on its activities.

**Rule V WITHDRAWAL, LAPSE OF MEMBERSHIP,  
SUSPENSION AND EXPULSION**

1. An organization wishing to withdraw from the Federation shall give one year's notice. Financial obligations shall not cease before the expiration of such notice.
2. Should an organization fail to comply, after repeated reminders, with the financial obligations assumed by becoming affiliated, the Executive Committee shall report it to the General Council, which may declare its membership to have lapsed. A copy of the Executive Committee's report shall be sent to the organization concerned at the same time as to the members of the General Council.
3. The Executive Committee shall have power to suspend relations with an affiliated organization which, in its judgment, acts against the interests of the Federation, or ceases to come within the terms of eligibility mentioned in Rule III. The organization concerned shall be informed of the decision and the reasons for it, and shall have the right to appeal to the next meeting of the General Council.
4. The General Council shall have power to expel an affiliated organization, either at the proposal of the Executive Committee or on its own initiative.
5. An appeal against a decision of the General Council under paragraph 2 or 4 of this article may be made to the next following session of the Congress.

**Rule VI THE CONGRESS**

1. The Congress is the supreme governing authority of the Federation.
2. The Congress shall meet in ordinary session every two years on dates to be determined by the Executive Committee.
3. The Executive Committee shall convene the Congress in extraordinary session whenever circumstances, in its judgment, require, or at the request of affiliated organizations belonging to at least three countries and

representing at least one fourth of the total membership of the Federation.

4. Affiliated organizations shall be entitled to representation at the Congress according to their paid up membership, as follows:

| Paid up membership* | Delegates |
|---------------------|-----------|
| Under 5,000         | 1         |
| 5,001 to 10,000     | 2         |
| 10,001 to 20,000    | 3         |
| 20,001 to 30,000    | 4         |
| 30,001 to 40,000    | 5         |
| 40,001 to 50,000    | 6         |
| 50,001 to 75,000    | 7         |
| 75,001 to 100,000   | 8         |
| 100,001 to 125,000  | 9         |
| 125,001 to 150,000  | 10        |
| 150,001 to 175,000  | 11        |
| 175,001 to 200,000  | 12        |
| 200,001 to 250,000  | 13        |
| 250,001 to 300,000  | 14        |
| 300,001 to 350,000  | 15        |
| 350,001 to 400,000  | 16        |
| 400,001 to 450,000  | 17        |
| 450,001 to 500,000  | 18        |
| 500,001 to 600,000  | 19        |
| 600,001 to 700,000  | 20        |
| 700,001 to 800,000  | 21        |
| 800,001 to 900,000  | 22        |
| 900,001 or more     | 23        |

5. Paid up membership shall be understood to be members for whom affiliation fees at the standard rate have been paid up to and including the quarter preceding the date of the Congress. If only a part of the standard affiliation fee has been paid the representation shall be that corresponding to the actual amount paid in affiliation fees.

6. Affiliated organizations may send to Congress a reasonable number of advisers in addition to their delegates.

\* See next paragraph



7. At its first session the Congress shall elect a Credentials Committee to verify the credentials of the delegates. No further vote or election may take place until the Congress has disposed of this Committee's report and recommendations.

8. Voting at Congress shall normally be by show of hands and decision by simple majority.

A card vote shall be taken if requested, before the vote, by the delegates of at least three organizations. For this purpose the voting strength of each delegation shall be directly proportional to the affiliation fees actually paid by its organization for the quarter immediately preceding the Congress.

Decision by card vote shall also be by simple majority, except in the case of votes for amendments of the Constitution or expulsion of an affiliated organization, which must secure two thirds of the votes cast.

9. Affiliated organizations unable to be represented at the Congress may nominate the delegation of another organization as proxy. No delegation may represent more than two organizations in addition to its own.

10. The expenses of delegations to the Congress shall be borne by the organizations they represent.

11. The agenda for each ordinary session of the Congress shall contain the following items:

- (a) Report on activities
- (b) Financial report, auditors' report and fixing of contribution
- (c) Elections
- (d) Domicile of the I T F
- (e) Resolutions submitted by affiliated organizations
- (f) Such other matters as the Executive Committee or General Council may decide to include

12. The agenda of an extraordinary session of the Congress shall be fixed by the Executive Committee. If such session is convened at the request of affiliated organizations the Executive Committee shall circulate the documents submitted by these organizations and

determine what other documents, if any, shall be laid before the Congress.

13. All resolutions to appear on the agenda of the Congress shall reach the Secretariat at least four months before the Congress, and the final agenda shall be issued not less than two months before the Congress.

Emergency resolutions may be put forward during the Congress, but decision as to whether they shall be submitted to the Congress shall rest with the Executive Committee.

#### **Rule VII. THE GENERAL COUNCIL**

1. Between sessions of the Congress, supreme authority, subject to the general policy laid down by the Congress, shall be vested in the General Council.

2. The General Council shall be composed of representatives elected by delegates to Congress from among their number, except in so far as Congress may otherwise decide, and shall further include, *ex officio*, the General Secretary of the Federation. The chairmen of the industrial sections may also attend meetings of the General Council in an advisory capacity only.

3. The number of elected representatives may vary according to the number of members of the Federation, but shall not be less than twenty. No organization shall have more than one representative nor the organizations of one country more than four, except that by special decision of Congress more than one member of the General Council may be elected from one organization if its size and composition make it desirable to provide for more adequate representation of the different transport industries of the country concerned.

4. For the purpose of electing the General Council the organizations shall be so divided into national and regional groups as to provide in the most effective manner for representation of the affiliated countries. In choosing their representatives these groups shall endeavor to secure the best possible representation of the several transport industries.

5. The organizations of any single country whose aggregate paid-up membership is 100,000 or more shall form a national group. Within the limits laid down in Paragraph 8 of this article, each national group shall have one representative for each 100,000 paid-up members.

6. Countries whose paid-up membership is less than 100,000 shall be divided into regional groups whose composition shall be determined by the Congress. No country in a regional group shall have more than one representative on the General Council, but subject to this limitation the group shall have one representative for every 50,000 paid-up members. Each component country whose organizations have an aggregate paid-up membership of 40,000 or more shall be entitled to a seat.

Regional groups with less than 50,000 paid-up members but with the right to elect one member of the General Council may be formed as a result of a special decision, subject to renewal at each ordinary session of the Congress.

7. For each member of the General Council thus elected the groups shall also elect a deputy, to serve when the titular member is unable to attend meetings.

8. The General Council shall normally meet immediately after the close of the Biennial Congress.

9. The Executive Committee shall be empowered to call emergency meetings of the General Council when they deem it desirable.

10. The travelling and subsistence expenses, when attending emergency meetings of the General Council, of members of that body, deputy members deputizing for them, and section chairmen shall be borne by the Federation, unless the Executive Committee, in special cases otherwise decide. Other deputy members may attend meetings of the General Council in an advisory capacity, but their travelling expenses shall not be borne by the Federation.

**Rule VIII. THE EXECUTIVE COMMITTEE**

1. There shall be an Executive Committee responsible for the general management and superintendence of the Federation's affairs, the carrying out of the decisions of the Congress and General Council, and the control of the Secretariat.

2. The Executive Committee shall consist of members elected by the Congress from among the members of the General Council, and shall include the General Secretary *ex officio* and the Chairman of the Management Committee in a consultative capacity.

3. The elected members of the Executive Committee shall number at least one fourth of the elected members of the General Council (fractions being neglected) but shall not be less than seven. They shall be elected by secret ballot, for which purpose the voting strength of each delegation shall be directly proportional to the affiliation fees actually paid by its organization for the quarter immediately preceding the Congress. In the election of members of the Executive Committee Congress shall endeavour to secure the best possible representation of the several sections of the transport industry. In no case shall more than one half of the members of the Committee belong to one section of the industry.

4. If two persons or more belonging to the affiliated organizations of one country shall be candidates for election to the Executive Committee, the one obtaining the largest number of votes shall qualify for election.

5. The members of the Executive Committee elected by Congress in virtue of paragraph 2 shall co-opt up to four additional members, at their discretion, with the object of ensuring appropriate representation of geographical regions. The co-opted members shall, like the elective members of the Executive Committee, become members of the General Council with full rights.



6. Should any vacancy occur among the elective members of the Executive Committee between two sessions of the Congress, the General Council shall have power to fill it. Should the person elected not be already a member of the General Council he shall become one *ex officio*.

7. The Executive Committee shall be convened by the Secretariat at least twice per year. Further meetings shall be called as required.

8. The Secretariat shall convene an emergency meeting of the Executive Committee when the Management Committee so decides, or when requested by three members of the Executive Committee.

9. The travelling and subsistence expenses of members of the Executive Committee when attending meetings of that body shall be borne by the Federation.

#### Rule IX. THE MANAGEMENT COMMITTEE

1. There shall be a Management Committee composed of four representatives of the affiliated organizations in the country in which the Federation is domiciled, chosen as far as possible from different organizations by the delegations of such organizations attending the Congress. Should more than four candidates be put forward the four representatives shall be elected by the said delegations, for which purpose each delegation shall have as many votes as the organization it represents is entitled to have delegates at the Congress.

The names of the persons chosen shall be submitted to the Congress for its approval.

2. Should any vacancy occur on the Management Committee between two ordinary sessions of the Congress, it shall be filled in like manner by the affiliated organizations in the country in which the Federation is domiciled.

The name of the person chosen shall be submitted to the Executive Committee or General Council for its approval.

3. At its first meeting following each Congress the Management Committee shall elect from among its members a Chairman.

4. The Management Committee shall meet every two months, or at shorter intervals should the General Secretary deem it necessary.

5. The Management Committee shall be kept informed of matters coming within the purview of the Executive Committee.

6. The Management Committee shall supervise the activities of the Secretariat in respect of administrative, financial and staff matters.

7. It shall be the duty of the Management Committee to see that the decisions of the Congress, the General Council and the Executive Committee are carried out by the Secretariat.

8. The Management Committee is empowered to call for submission of all books and documents relating to the administration of the funds of the Federation.

9. The travelling and subsistence expenses of members of the Management Committee while engaged on work for the Federation shall be borne by the Federation.

**Rule X. THE PRESIDENT AND VICE-PRESIDENT**

1. The President and Vice-President of the Federation shall be elected by the General Council, from among the members of the Executive Committee, for a period which shall end with the close of the next following ordinary session of the Congress. They shall be eligible for re-election.

2. The President, or in his absence the Vice-President, shall preside over ordinary and extraordinary sessions of the Congress and over meetings of the General Council and Executive Committee.

3. The President shall be entitled to attend all meetings taking place under the auspices of the I.T.F.

4. The travelling and subsistence expenses of the President and Vice-President, while on duty for the Federation, shall be borne by the Federation.

**Rule XI. THE SECRETARIAT**

1. The Secretariat of the Federation shall consist of a general secretary, one or more assistant general secretaries and secretaries in charge of industrial or other sections or departments.

2. The General Secretary shall be elected by the Congress. The Assistant General Secretary/Secretaries shall be appointed by the Executive Committee. The secretaries in charge of sections or departments shall be appointed by the Executive Committee at the proposal of the conferences of the sections or departments concerned.

3. The salaries of all secretaries shall be fixed by the Executive Committee.

4. The General Secretary shall attend Congresses of the Federation and meetings of the General Council, Executive Committee and Management Committee, and shall act generally under the orders of the Executive Committee. He shall have the right to vote at meetings of the General Council and Executive Committee. He shall be responsible for the general administration of the business and property of the Federation and for all documents and publications required to be issued by the Federation.

5. The Assistant General Secretary/Secretaries shall attend Congresses of the Federation and meetings of the General Council, Executive Committee and Management Committee, and shall act under the orders of the General Secretary.

6. Section secretaries shall attend all meetings of their sections. They shall be charged, under the direction of the General Secretary, with the preparation and distribution of such documents as shall be required for their sections, and generally with the planning and carrying out of the work of such sections.

7. The General Secretary shall, in consultation with and with the approval of the Management Committee, appoint such employees as he may consider necessary. The rates of pay and conditions of employment of such employees shall be decided in agreement with the trade unions to which the members of the staff of the Federation belong.

8. The Executive Committee shall have power to suspend the General Secretary, who shall have the right to appeal to Congress.

#### **Rule XII. PUBLICATIONS**

1. The Secretariat shall publish a journal devoted to:

- (a) the propagation of the principles and policy of the Federation;
- (b) the discussion of important questions, events and reports touching upon the interests of transport workers and the working class in general.

2. The journal shall be published in every language spoken by one fifth or more of the paid-up membership of the Federation. It may also appear in other languages provided that the organizations applying for such publication undertake to bear a part of the costs of translation, printing and postage, to be determined by agreement with the Management Committee.

3. The Secretariat may issue such other periodical and occasional publications (reports, circulars, booklets, etc.) as may be required.

#### **Rule XIII. HEADQUARTERS**

The place where the headquarters of the Federation are to be established shall be determined by the Congress.

#### **Rule XIV. REGIONAL ORGANIZATION**

1. The affiliated organizations of several countries suitable to be grouped together on the basis of common bonds or interests such as language, culture, communications or economic and social conditions or



interdependence, may have the assistance of a regional sub-secretariat of the Federation, exercising functions complementary to those of the General Secretariat.

2. All officials of a sub-secretariat shall be appointed by the Executive Committee of the Federation, after consultation with the organizations concerned.

3. Sub-secretariats shall act generally under the orders of and by delegation of power from the General Secretariat, and shall respect the principles and policy of the Federation. They shall interpret for the affiliated organizations in their area the decisions and actions of the Federation, advise them as to the steps to be taken to carry out such decisions and endeavour to co-ordinate their action in connection with such matters.

#### Rule XV. INDUSTRIAL SECTIONS

1. For the purpose of dealing in the first instance with matters affecting the workers in particular branches of transport the General Council shall, as circumstances require and permit, set up industrial sections within the Federation.

2. Conferences of such sections may be convened by the General Secretary after consultation with the President of the I.T.F. and the Management Committee, but they shall meet under the authority of the Executive Committee. The Management Committee shall fix their agenda and the date and place of meeting.

3. A conference of each industrial section shall be held in connection with each ordinary Congress of the Federation, on which occasion the representatives of the Section there present may elect a Section Chairman to conduct all meetings of the Section during the period ending with the commencement of the next following ordinary Congress. Should an industrial section not make use of its right to elect a Section Chairman, such meeting of the Section shall elect a chairman to serve for the duration of the meeting.

4. Each affiliated organization which has members working in the transport industry concerned shall be

invited to send representatives to section conferences. The number of delegates to such conferences shall be left to the discretion of each organization. Voting, if required, shall be by roll call and recorded, and the result shall be reported to the Executive Committee.

5. The expenses of delegates attending section conferences shall be borne by the organizations they represent.

**Rule XVI. ASSISTANCE IN MAJOR CONFLICTS**

1. Affiliated organizations shall call for the help of the Federation only in the event of struggles of considerable importance and extent. If possible they shall consult with the Federation before the outbreak of conflicts in which help might be needed.

2. Organizations applying for help before or after the outbreak of major conflicts shall give full particulars about the origin, substance and immediate cause of the conflict; the demands of the workers, the number of organized and unorganized workers involved and, in general, the fullest information bearing upon the dispute.

3. When an application for consultation before or help after the outbreak of a conflict implies a request for sympathetic action by one or more affiliated organizations, the organizations likely to be involved shall be informed or summoned to a meeting, and asked for advice and suggestions.

In cases of emergency, when sympathetic action is immediately necessary, the General Secretary shall consult with the President of the Federation, the Chairman of the Management Committee and any member of the Executive Committee who may be resident in the country in which the Federation is domiciled.

4. When the application implies a request for financial help the Executive Committee, or in cases of emergency the Management Committee, shall decide whether the circumstances are such as to render such help desirable and, if in the affirmative, make suitable recommendations to affiliated organizations.

5. A full account shall be given to Congress of the circumstances in which help is given to organizations engaged in major disputes.

**Rule XVII. AFFILIATION FEES**

1. The Congress shall fix the standard rate of affiliation fees payable by affiliated organizations.

2. Affiliation fees shall be payable quarterly in advance for all members affiliated on 31 December of the preceding year.

3. The Executive Committee shall have power to call for a supplementary contribution from affiliated organizations to meet any possible deficiency for administrative purposes. It shall also have power to fix an affiliation fee lower than the standard rate for an individual organization in special circumstances, after investigating the financial capacity of the organization concerned.

**Rule XVIII. FINANCE AND AUDITING**

1. The General Secretary shall receive all moneys paid to the Federation and shall be legally responsible to the Federation for the same.

2. The General Secretary shall prepare and submit for approval by the Executive Committee an annual budget of income and expenditure.

3. The General Secretary shall be responsible for keeping the accounts of the Federation and shall produce such books and documents as the Management Committee may require. He shall submit to the governing and executive bodies of the Federation, at each of their ordinary meetings, proper accounts of income and expenditure, supplementing them with such reports and comments as he may judge necessary or as may be asked for.

4. The accounts of the Federation shall be audited by a qualified accountant appointed by the Executive Committee at the proposal of the Management Committee. The accountant shall present his ordinary report at the

close of each financial year but shall present extraordinary reports when requested by the Management Committee, Executive Committee, General Council or Congress. All his reports shall be communicated to the Management Committee and Executive Committee.

5. Financial transactions of the Federation shall be supervised and checked by three auditors to be elected by the Congress from among responsible officials of affiliated organizations residing reasonably near the headquarters of the Federation, and who shall at all times have access to the books and accounts of the Federation.

6. The auditors shall report every year on their findings. The Secretariat shall circulate their reports to the members of the Management Committee and the Executive Committee and include them in the report to the Congress.

#### **Rule XIX. DISSOLUTION OF THE FEDERATION**

1. The dissolution of the Federation may be decided upon by the Congress only, after a proposal to that effect has been put on the agenda in accordance with Art. VI paragraph 12.

2. A resolution to dissolve the Federation shall become effective only if supported by three quarters of the affiliated membership represented at the Congress. It shall stipulate how the assets of the Federation shall be disposed of and how the obligations of the Federation towards its staff and responsible officers are to be fulfilled.

#### **Rule XX. VALIDITY AND REVISION OF CONSTITUTION**

This revised Constitution shall come into force on 21 July 1966, and it may be revised only by the Congress of the Federation.



# programme

23 JULY to 1 AUGUST 1958



CONTENTS  
TABLE DES MATIÈRES  
INHALTSANGABE  
INNENALLSFÖRTECKNING

Summary of programme  
Sommaire du programme  
Zusammenfassung des Programms  
Programmöversikt

Programme of the Congress  
Programme du Congrès  
Tagesordnung  
Kongressprogrammet

Important notices  
Renseignements importants  
Wissenswertes  
Viktiga meddelanden

The Congress Hall  
Salle du Congrès  
Die Kongresshalle  
Kongressalen

Excursions  
Excursions du Congrès  
Ausflüge  
Uttfyer

Ladies' Outings  
Excursions pour les dames  
Ausflüge für die Damen  
Uttfyer för damerna

Transport arrangements  
Usage des moyens de transport  
Beförderungsmittel  
Kommunikationer

Postal facilities  
Facilités postales  
Postamt  
Post och telegraf

Postage rates  
Tarifs postaux  
Postgebühren  
Postavgifter

CONTENTS  
TABLE DES MATIERES  
INHALTSANGABE  
INNEHÅLLSFÖRTECKNING

Telephone  
Téléphone  
Telefon  
Telefon

Travel bureau  
Renseignements touristiques  
Reisebüro  
Reisebyrå

Money exchange  
Taux de change  
Wechselstube  
Växelkontor

Bookshop and Photo service  
Librairie et bureau de photos  
Bücher und Fotodienst  
Bokstånd och fototjänst

## SUMMARY OF PROGRAMME

| Date                 | Morning   | Afternoon  | Evening   |
|----------------------|---|--|---|
| Wednesday<br>23 July | 7 00 a.m. to 10 00 a.m.<br>Registration of<br>delegates<br>10 00 a.m.<br>Opening Ceremony | 2 30 p.m.<br>Plenary session<br>5 00 p.m.<br>Credentials<br>Committee  |   |
| Thursday<br>24 July  | 9 00 a.m.<br>Plenary session  | 2 00 p.m.<br>Section conferences<br>of Dockers and<br>Road Transport<br>Workers<br>5 00 p.m.<br>Credentials<br>Committee   | 8 30 p.m.<br>Reception<br>by government<br>and municipality |
| Friday<br>25 July    | 9 00 p.m.<br>Section conferences of<br>Railwaymen and<br>Fishermen                        | 2 00 p.m.<br>Section conferences<br>of the inland<br>Navigation section<br>and Seafarers<br>5 00 p.m.<br>Resolutions<br>Committee                                    |   |
|                      | Daytrip for the ladies to Alkmaar, Marken and Volendam.                                   |  |   |
| Saturday<br>26 July  | 9 00 p.m.<br>Plenary session  | 2 00 p.m.<br>Conference of the<br>Civil Aviation section<br>Joint conference of<br>the 'Seafarers' and<br>Dockers' sections<br>5 00 p.m.<br>Resolutions<br>Committee | 8 00 p.m.<br>Congress dinner                                |
| Sunday<br>27 July    | 8 15 a.m.<br>Excursion  |  |   |



| Date                 | Morning  | Afternoon   | Evening |
|----------------------|--|---|---------|
| Monday<br>28 July    | 9 00 a.m.<br>Plenary session   | 2 30 p.m.<br>Trip by boat and bus<br>through Amsterdam  |         |
| Tuesday<br>29 July   | 9 00 a.m.<br>Plenary session   | 2 00 p.m.<br>Reserved for additional<br>Section conferences, alternatively<br>Plenary session<br>5 00 p.m.<br>Resolutions<br>Committee<br>(if necessary)<br><br>Day trip for the ladies to Rotterdam. |         |
| Wednesday<br>30 July | 9 00 a.m.<br>Electoral groups<br>10 00 a.m.<br>Plenary session<br>Morning trip for ladies to Aalsmeer. | 2 30 p.m.<br>Plenary session  |         |
| Thursday<br>31 July  | 9 00 a.m.<br>Plenary session   | 2 00 p.m.<br>Plenary session  |         |
| Friday<br>1 August   | 9 00 a.m.<br>Plenary session   | 2 00 p.m.<br>Plenary session<br>(if necessary)  |         |

**SOMMAIRE DU PROGRAMME**

| Date                    | Matin  | Après midi   | Soir   |
|-------------------------|--|--|--|
| mercredi,<br>23 juillet | 9 h. 00 - 10 h. 00<br>Enregistrement des<br>délégués<br>10 h. 00<br>Séance d'Ouverture | 14 h. 30<br>Séance Plénière<br><br>17 h. 00<br>Séance de la Com-<br>mission aux lettres<br>de créence  |  |
| jeudi,<br>24 juillet    | 9 h. 00<br>Séance Plénière   | 14 h. 00<br>Sections des dockers<br>et des travailleurs<br>des transports<br>routiers  | 20 h. 30<br>Réception offi-<br>cielle offerte par<br>le Gouverne-<br>ment Néerlandais<br>et la Municipalité<br>d'Amsterdam |
| vendredi,<br>25 juillet | 9 h. 00<br>Sections des cheminots<br>et des marins-pêcheurs                            | 14 h. 00<br>Sections Navigation<br>Intérieure et Marins<br>17 h. 00<br>Commission de<br>résolutions<br><br>Pour les dames<br>Excursion d'un jour à Alkmaar, Marken et Volendam |  |
| samedi,<br>26 juillet   | 9 h. 00<br>Séance Plénière   | 14 h. 00<br>Section de l'aviation<br>civile<br>Conférence d'ensem-<br>ble des sections des<br>marins et des dockers<br>17 h. 00<br>Commission de<br>résolutions                | 20 h. 00<br>Dîner  |
| dimanche,<br>27 juillet | 8 h. 15<br>Excursion   |  |  |

| Date                    | Matin  | Après-midi  | Soir |
|-------------------------|--|---|------|
| lundi,<br>28 juillet    | 9 h. 00<br>Séance Plénière                                   | 14 h. 30<br>Visite en autocar<br>d'Amsterdam;<br>promenade en<br>bateau   |      |
| mardi,<br>29 juillet    | 9 h. 00<br>Séance Plénière                                   | 14 h. 00<br>Réserve pour des<br>sessions additionnel-<br>les des Sections,<br>alternativement<br>Séance Plénière<br>17 h. 00<br>Commission des<br>résolutions (en cas<br>de besoin) |      |
|                         | Pour les dames :<br>Excursion d'un jour à Rotterdam.         |   |      |
| mercredi,<br>30 juillet | 9 h. 00<br>Groupes électoraux<br>10 h. 00<br>Séance Plénière | 14 h. 30<br>Séance Plénière   |      |
|                         | Pour les dames :<br>Excursion d'un demi-jour à Aalsmeer.     |   |      |
| jeudi,<br>31 juillet    | 9 h. 00<br>Séance Plénière                                   | 14 h. 00<br>Séance Plénière   |      |
| vendredi,<br>1er août   | 9 h. 00<br>Séance Plénière                                   | 14 h. 00<br>Séance Plénière<br>(si nécessaire)  |      |

## ZUSAMMENFASSUNG DES PROGRAMMS

| Datum                   | Morgens  | Nachmittags  | Abends  |
|-------------------------|--|--|---|
| Mittwoch,<br>23. Juli   | 9 00 – 10 00 Uhr<br>Registrierung der<br>Delegierten<br>10 00 Uhr<br>Eröffnung des<br>Kongresses | 14 30 Uhr<br>Vollversammlung<br>17 00 Uhr<br>Mandatsprüfungs-<br>ausschuss   |   |
| Donnerstag,<br>24. Juli | 9 00 Uhr<br>Vollversammlung  | 14 00 Uhr<br>Sektionskonferenzen<br>der Hafen- und<br>Strasentransport-<br>arbeiter<br>17 00 Uhr<br>Mandatsprüfungs-<br>ausschuss  | 20 30 Uhr<br>Empfang durch<br>die Regierung<br>und Stadtver-<br>waltung |
| Freitag,<br>25. Juli    | 9 00 Uhr<br>Sektionskonferenzen<br>der Eisenbahner und<br>Fischer                                | 14 00 Uhr<br>Sektionskonferenzen<br>der Binnenschiffer<br>und Seeleute<br>17 00 Uhr<br>Resolutionsausschuss  |   |
|                         | Für die Damen: Tagesausflug nach Alkmaar, Marken und<br>Volendam.                                |  |   |
| Sonnabend,<br>26. Juli  | 9 00 Uhr<br>Vollversammlung  | 14 00 Uhr<br>Sektionskonferenz<br>der Zivilfliegerei<br>Gemeinsame<br>Konferenz der<br>Sektionen der See-<br>leute und Hafen-<br>arbeiter<br>17 00 Uhr<br>Resolutionsausschuss | 20 00 Uhr<br>Kongressdinner   |
| Sonntag,<br>27. Juli    | 8 15 Uhr<br>Auflösung  |  |   |



| Datum                   | Morgens   | Nachmittags  | Abends |
|-------------------------|---|--|--------|
| Montag,<br>28. Juli     | 9.00 Uhr<br>Vollversammlung   | 14.30 Uhr<br>Stadt- und Kanal-<br>rundfahrt mit Auto-<br>bus und Boot  |        |
| Dienstag,<br>29. Juli   | 9.00 Uhr<br>Vollversammlung   | 14.00 Uhr<br>Reserviert für<br>eventuelle weitere<br>Sektion, Konferenzen<br>oder Vollversamm-<br>lung<br>17.00 Uhr<br>Resolutionsausschuss<br>(soweit erforderlich) |        |
|                         | Für die Damen: Tagesausflug nach Rotterdam                                |  |        |
| Mittwoch,<br>30. Juli   | 9.00 Uhr<br>Wahlgruppenversamm-<br>lungen<br>10.00 Uhr<br>Vollversammlung | 14.30 Uhr<br>Vollversammlung   |        |
|                         | Für die Damen: Halbtagesausflug nach Aalsmeer                             |  |        |
| Donnerstag,<br>31. Juli | 9.00 Uhr<br>Vollversammlung   | 14.00 Uhr<br>Vollversammlung   |        |
| Freitag,<br>1. August   | 9.00 Uhr<br>Vollversammlung   | 14.00 Uhr<br>Vollversammlung<br>(soweit erforderlich)  |        |

PROGRAMÖVERSIKT

| Datum              | morgon   | eftermiddag  | kväll  |
|--------------------|--|--|--|
| Onsdag<br>23 juli  | 9-10 fm.<br>Registrering av<br>delegaterna<br>10 fm<br>Öppningsceremoni      | 2.30 em.<br>Allmänt sammanträde<br>5 em.<br>Fullmaktsgrens-<br>kningskommittén   |  |
| Torsdag<br>24 juli | 9 fm.<br>Allmänt sammanträde   | 2 em.<br>Sektionssammen-<br>träden för Hamn-<br>och Vägtransport-<br>arbetarna<br>5 em.<br>Fullmaktsgrens-<br>kningskommittén  | 8.30 em.<br>Ragerings och<br>Amsterdams<br>Stadsmottagning |
| Fredag<br>25 juli  | 9 fm.<br>Sektionssammanträden<br>för Järnvägstjänste-<br>männen och Fiskarna | 2 em.<br>Sektionssamman-<br>träden för Inlands-<br>sjöfartspersonalen<br>och Sjöfärarens<br>5 em.<br>Resolutionsutskottet<br>Dagutflykt till Alkmaar                   | Marken och Volendam för damerna                            |
| Lördag<br>26 juli  | 9 fm.<br>Allmänt sammanträde   | 2 em.<br>Sammanträde för<br>sektionen Civil Luft-<br>fart<br>Kombinerat samman-<br>träde för Sjöfaran-<br>dena och Hamnar-<br>betarna<br>5 em.<br>Resolutionsutskottet | 8 em.<br>Benkott   |
| Söndag<br>27 juli  | 8.15 fm.<br>Utflykt  |  |  |

| Datum                | morgon   | eftermiddag   | kväll |
|----------------------|--|---|-------|
| Måndag<br>28 juli    | 9 fm.<br>Allmänt sammanträde                         | 2 30 em.<br>Rundtur med båt och<br>buss genom<br>Amsterdam  |       |
| Tisdag<br>29 juli    | 9 fm.<br>Allmänt sammanträde                         | 2 em.<br>Reserverat lör extra<br>sektionssamman-<br>träden resp. allmänt<br>sammanträde<br>5 em.<br>Resolutionsutskottet<br>(om nödvändigt) |       |
|                      | Dagutflykt till Rotterdam för damerna                |   |       |
| Onsdag<br>30 juli    | 9 fm.<br>Valgrupper<br>10 fm.<br>Allmänt sammanträde | 2 30 em.<br>Allmänt sammanträde   |       |
|                      | Morgonutflykt till Aalsmeer för damerna              |   |       |
| Torsdag<br>31 juli   | 9 fm.<br>Allmänt sammanträde                         | 2 em.<br>Allmänt sammanträde  |       |
| Freitag<br>1 augusti | 9 fm.<br>Allmänt sammanträde                         | 2 em.<br>Allmänt sammanträde-<br>(om nödvändigt)  |       |

# 25<sup>th</sup> CONGRESS

## International Transport Workers' Federation

23 July to 1 August 1958 — Amsterdam

### PROGRAMME

Wednesday 23 July.

7:00 a.m.

Registration of Delegates.

10:00 a.m.

Plenary Session.

Opening Ceremony.

- „Litanei“ by F. Schubert, arrangement by Nico van der Linden.
- „Dir Seele des Weltalls“ by W. A. Mozart.  
Soloist Arjon Blonken, tenor.
- Choir of priests out of „Die Zaubertüte“ by W. A. Mozart.  
Piano accompaniment by Miss E. de Bruyn

Songs by the Choral Society of the Royal Dutch Airlines, under their conductor Nico van der Linden.

Addresses of welcome by:

**Mr. J. J. G. Smit**, Minister of Social Affairs and Public Health.

**Mr. G. van Hall**, Burgomaster of Amsterdam.

**Mr. C. W. van Wingerden**, President of the Netherlands Federation of Trade Unions (N.V.V.), Member of Parliament.

**Mr. H. J. Kanne**, President of the Netherlands Transport Workers' Union in the name of the Netherlands trade unions affiliated to the I.T.F.

- „Benedictus“ part out of a mass by Nico van der Linden.  
Soloists: Arjon Blonken, tenor and H. Hilsmann, baritone.
- „Liedererkennung“ by E. Grieg, Soloist H. Hilsmann, baritone.
- „Ora Hollandi“ by Bernard Zweers.  
Piano accompaniment by Miss E. de Bruyn

Songs by the Choral Society of the Royal Dutch Airlines under their conductor Nico van der Linden.

**Presidential Address** by Mr. Hans Jahn, President of the I.T.F., President of the German Railway Workers' Union, Member of Parliament.



Wednesday, 23 July

- 2.30 p.m. Plenary Session.
- 5.00 p.m. Credentials Committee.

Thursday, 24 July

- 9.00 a.m. Plenary Session.
- 2.00 p.m. Conference of the Dockers' Section.
- 2.30 p.m. Conference of the Road Transport Workers' Section.
- 5.00 p.m. Credentials Committee.
- 8.30 p.m. Reception by the Netherlands government and the Municipality of Amsterdam in the Rijksmuseum, Stadhouderskade, Amsterdam.

(See page 30)

Friday, 25 July

- 9.00 a.m. Conference of the Railwaymen's Section.
- 9.00 a.m. Conference of the Fishermen's Section.
- 9.00 a.m. Day excursion for the ladies to Alkmaar, Marken and Volendam.
- 2.00 p.m. Conference of the Inland Navigation Section.
- 2.00 p.m. Conference of the Seafarers' Section.
- 5.00 p.m. Resolutions Committee.

(See page 24)

Saturday, 26 July

- 9.00 a.m. Plenary Session.
- 2.00 p.m. Conference of the Civil Aviation Section.
- 2.00 p.m. Joint Conference of the Seafarers' and Dockers' Section.
- 5.00 p.m. Resolutions Committee.
- 8.00 p.m. Congress Dinner in the Congress Hall.

Sunday, 27 July

- 8.15 a.m. Excursion by special train and bus to the Zuiderzee works and the Open Air Museum at Arnhem.

(See page 24)

Monday, 28 July

- 9.00 a.m. Plenary Session.
- 2.30 p.m. Trip by boat and bus through Amsterdam.  
(As guests of the Municipality of Amsterdam.)

(See page 24)

Tuesday, 29 July

8.30 a.m. Day trip for the ladies to Rotterdam  
(See page 25)

9.00 a.m. Plenary Session.

2.00 p.m. Reserved for any additional Section Conference, which may be necessary, alternatively Plenary Session.

5.00 p.m. Resolutions Committee (if necessary)

Wednesday, 30 July

9.00 a.m. Electoral groups

9.00 a.m. Morning excursion for the ladies to Aalsmeer  
(See page 25)

10.00 a.m. Plenary Session.

2.30 a.m. Plenary Session.

Thursday, 31 July

9.00 a.m. Plenary Session.

2.00 p.m. Plenary Session.

Friday, 1 August

9.00 a.m. Plenary Session.

2.00 p.m. Plenary Session (if necessary)

25<sup>ième</sup>  
CONGRES

International de la  
Fédération des  
Travailleurs de transport  
Amsterdam 23 juillet - 1er août 1958

PROGRAMME

mercredi, 23 juillet

9 h. 00

Enregistrement des délégués.

10 h. 00

Séance Plénière.

Séance inaugurale.

a. „Lilonei“ de F. Schubert, transcription de Nico van der Linden.

b. „Dir Seele des Weltalls“ de W. A. Mozart.

Soliste: Arjon Blonken - ténor.

c. Chœur des Prêtres de l'opéra „Die Zauberflöte“ de W. A. Mozart.

Exécutants: Chœur de la K.L.M.

(Société Royale de l'Aviation néerlandaise) sous la direction

de M. Nico van der Linden. Accompagnement mlle E. de

Bruyn.

Discours de bienvenue par

SE J. J. G. Smeets, Ministre des Affaires Sociales et de

la Santé Publique.

M. G. van Hall, Bourgmestre d'Amsterdam.

M. C. W. van Wingerden, Président de la Fédération Néer-

landaise des Syndicats (N.V.V.), membre du Parlement.

M. H. J. Kanne, Président de l'Union Néerlandaise du Person-

nel de Transport de l'Intérieur au nom des Syndicats Néer-

landais affiliés à l'I.T.F.

d. „Benedictus“ partie d'une messe de Nico van der Linden.

Solistes: Arjon Blonken, ténor et H. Hülsmann, baryton.

e. „Londelkening“ de E. Grieg, Soliste: H. Hülsmann, baryton.

f. „Oms Hollands“ de Bernard Zeevers.

Exécutants: Chœur de la K.L.M.

(Société Royale de l'Aviation néerlandaise) sous la direction

de M. Nico van der Linden. Accompagnement mlle E. de

Bruyn.

Discours du Président:

M. Hans Jahn, président de l'I.T.F., président du Syndicat des

Travailleurs des Chemins de Fer en Allemagne, membre du

Parlement.

Séance Plénière.

Commission aux lettres de créance.

14 h. 30

17 h. 00

94

jeudi, 24 juillet

9 h 00 Séance Plénière

14 h 00 Réunion de la Section des Dockers

14 h 00 Réunion de la Section des Travailleurs des transports routiers

17 h 00 Commission aux lettres de créance

20 h 30 Réception officielle offerte par le Gouvernement néerlandais et la Municipalité d'Amsterdam au Rijksmuseum, Stadhouderskade, Amsterdam  
(voir page 30)

vendredi, 25 juillet

9 h 00 Conférence de la section des cheminots

9 h 00 Conférence de la Section des Marins-Pêcheurs

9 h 00 Excursion d'un jour pour les dames des congressistes à Alkmaar, Marken et Volendam  
(voir page 26)

14 h 00 Conférence de la Section de la Navigation Intérieure

14 h 00 Conférence de la Section des Marins

17 h 00 Commission de résolutions

samedi, 26 juillet

9 h 00 Séance Plénière

14 h 00 Conférence de la Section de l'Aviation civile

14 h 00 Conférence d'ensemble des sections des marins et des dockers

17 h 00 Commission de résolutions

20 h 00 Dîner dans le Hall du Congrès

dimanche, 27 juillet

Excursion aux Travaux du Zuiderzée et au Théâtre en plein air à Arnhem par tram et autocar spéciaux  
(voir page 25)

lundi, 28 juillet

9 h 00 Séance Plénière

14 h 30 Visite de la ville (promenade en bateau, excursion en autocar)  
Cette excursion sera offerte par la Municipalité d'Amsterdam  
(voir page 26)



mardi, 29 juillet  
8 h. 30 Pour les dames :  
Excursion d'un jour à Rotterdam (voir page 26)  
9 h. 00 Séance Plénière.  
14 h. 00 Réserve pour des conférences supplémentaires de section en  
cas de nécessité; alternativement séance plénière.  
17 h. 00 Commission des résolutions (si nécessaire)  
mercredi, 30 juillet  
9 h. 00 Réunion des groupes électoraux.  
9 h. 00 Pour les dames :  
Excursion dans la matinée à Aalsmeer (voir page 27)  
10 h. 00 Séance Plénière.  
14 h. 30 Séance Plénière.  
jeudi, 31 juillet  
9 h. 00 Séance Plénière.  
14 h. 00 Séance Plénière.  
vendredi, 1er août  
9 h. 00 Séance Plénière.  
14 h. 00 Séance Plénière (si nécessaire)

# 25. KONGRESS

## Internationale Transport- Arbeiter Föderation

vom 23. Juli bis 1. August 1958 in Amsterdam

### PROGRAMM

Mittwoch, 23. Juli

9.00 Uhr

Registrierung der Delegierten.  
Vollversammlung

10.00 Uhr

Formelle Eröffnung des Kongresses

- a. „Lirone“, von F. Schubert in der Bearbeitung von Nico van der Linden
- b. „Die Seele des Weltalls“, von W. A. Mozart  
Solist Arjan Binken, Tenor
- c. Priesterchor aus „Die Zauberflöte“, von W. A. Mozart  
Begleiterin Fraulein E. de Bruyn

Gesang: Chor der KLM (Niederländische Luftfahrtgesellschaft) Dirigent: Nico van der Linden

Begrüßungsansprachen:

SE. J. J. G. Swarthoff, Minister für Soziale Angelegenheiten und Öffentliche Gesundheit

Herr G. van Hall, Bürgermeister von Amsterdam

Herr C. W. v. Wingerden, Vorsitzender der Niederländischen Föderation der Gewerkschaften (N.V.V.) Mitglied des niederl. Parlamentes

Herr H. J. Kanne, Vorsitzender der Niederländischen Gewerkschaft für Transportpersonal und Vertreter der bei der ITF angeschlossenen Niederländischen Gewerkschaften

- a. „Benedictus“, Teil aus einer Messe von Nico van der Linden  
Solist: Arjan Binken, Tenor, und H. Mulder, Bariton
- b. Liedereröffnung von E. Grieg Solist: H. Mulder, Bariton
- f. „Ons Hollands“ von Bernard Zweers  
Begleiterin Fraulein E. de Bruyn

Gesang: Chor der KLM

Dirigent: Nico van der Linden

Ansprache des Vorsitzenden: Herr H. Jahn, Vorsitzender der ITF, Vorsitzender der Gewerkschaft der Eisenbahner Deutschlands und Mitglied des Bundesparlamentes

**Mittwoch, 23. Juli**  
 14.30 Uhr Vollversammlung  
 17.00 Uhr Mandatsprüfungsausschuss.

**Donnerstag, 24. Juli**  
 9.00 Uhr Vollversammlung  
 14.00 Uhr Konferenz der Sektion der Hafenerbeiter.  
 16.00 Uhr Konferenz der Sektion der Strassentransporterbeiter.  
 17.00 Uhr Mandatsprüfungsausschuss.  
 20.30 Uhr Empfang durch die Niederländische Regierung und Stadtverwaltung von Amsterdam im Rijksmuseum, Stadhouderskade, Amsterdam.  
 (Siehe Seite 31)

**Freitag, 25. Juli**  
 9.00 Uhr Konferenz der Sektion der Eisenbahner.  
 9.00 Uhr Konferenz der Sektion der Fischer.  
 9.00 Uhr Tagesausflug für die Damen nach Alkmaar, Marken und Volendam.  
 (Siehe Seite 27)  
 14.00 Uhr Konferenz der Sektion Binnenschifffahrt.  
 16.00 Uhr Konferenz der Sektion Seeleute.  
 17.00 Uhr Resolutionsausschuss.

**Sonnabend, 26. Juli**  
 9.00 Uhr Vollversammlung  
 14.00 Uhr Konferenz der Sektion Zivilluftfahrt.  
 16.00 Uhr Gemeinsame Konferenz der Sektionen der Seeleute und Hafenerbeiter.  
 17.00 Uhr Resolutionsausschuss.  
 20.00 Uhr Kongressdinner in der Kongresshalle.

**Sonntag, 27. Juli**  
 8.15 Uhr Ausflug mit Sonderzug und Autobussen nach den „Zuiderzee“-Werken und dem Freilichtmuseum in Arnhem.  
 (Siehe Seite 27)

**Montag, 28. Juli**  
 9.00 Uhr Vollversammlung.  
 14.00 Uhr Stadt- und Kanarundfahrt mit Autobus und Boot.  
 (Auf Einladung der Stadtverwaltung Amsterdam)  
 (Siehe Seite 27)

|                      |   |
|----------------------|---|
| Dienstag, 29. Juli   |   |
| 8.30 Uhr             | Tagesausflug für die Damen nach Rotterdam.                                  |
| 9.00 Uhr             | Vollversammlung. (Siehe Seite 28)   |
| 14.00 Uhr            | Reserviert für eventuelle weitere Sektionskonferenzen oder Vollversammlung. |
| 17.00 Uhr            | Resolutionsausschuss (soweit erforderlich).                                 |
| Mittwoch, 30. Juli   |   |
| 9.00 Uhr             | Wahlgruppenversammlungen.   |
| 9.00 Uhr             | Halbtagsausflug für die Damen nach Aalsmeer.                                |
| 10.00 Uhr            | Vollversammlung. (Siehe Seite 28)   |
| 14.30 Uhr            | Vollversammlung.  |
| Donnerstag, 31. Juli |   |
| 9.00 Uhr             | Vollversammlung.  |
| 14.00 Uhr            | Vollversammlung.  |
| Freitag, 1. August   |   |
| 9.00 Uhr             | Vollversammlung.  |
| 14.00 Uhr            | Vollversammlung (soweit erforderlich).                                      |



25<sup>E</sup>  
KONGRESSEN

International Transport  
Workers' Federation

(Internationella Transportarbetarförbundet)  
23 7 18 1958 • Amsterdam

PROGRAMMET

Onsdag 23 juli.

9.00 fm.

Registrering av delegaterna.

10.00 fm.

Allmänt sammanträde.  
Kongressens högtidliga öppnande.

- a. „Litanei“ av F. Schubert, i arrangemang av Nico van der Linden.  
b. „Dir Seele des Weltalls“ av W. A. Mozart.  
Solist: Arien Blaken, tenor.  
c. Pröstkören ur „Trollflöjten“ av W. A. Mozart.

Uppträdande av Kungl. Nederl. Flygtrafikbolagets Sångkör  
under ledning av Nico van der Linden. Pianoackompanjemang  
utförs av fröken E. de Bruyn.

Hälsningstal:

Socialministern J. G. Suurhoff.

Amsterdams Borgmästare **Mr. G. van Hall**

Riksdagsledamoten **C. W. van Wingerden**, ordförande för  
Nederländska Fackförbundens Sammanslutning.

**Herr H. J. Kanne**, ordförande för Nederländska Transport ar-  
betarnas Union, & Nederländska fackförbundens vägnar,  
anslutna till I.T.F.

d. „Benedictus“ ur en massa av Nico van der Linden.

Solist: Arien Blaken, tenor, och H. Holmann, baryton.

e. „Landkänding“ av E. Grieg. Solist: H. Holmann, baryton.

f. „Ons Hollands“ (Vårt holländska) av Bernard Zievers.

Uppträdande av Kungl. Nederl. Flygtrafikbolagets Sångkör  
under ledning av Nico van der Linden. Pianoackompanjemang  
utförs av fröken E. de Bruyn.

**Ordförandens tal** av riksdagsledamoten Hans Jahn, ordförande  
för I.T.F., ordförande för Tyska Järnvägstjänstemännens Fack-  
förbund.

2.30 em.

Allmänt sammanträde.

5.00 em.

Fullmaktsgrensningskommittén.

**Torsdag 24 juli.**  
9.00 fm. Allmänt sammanträde.  
2.00 em. Sektionsammanträde för Hamnarbetarna.  
Sektionsammanträde för Vägtransportarbetarna.  
5.00 e.m. Fullmaktsgransningskommittén.  
8.30 em. Naffestiftelse, Roperingen och Amsterdams Stads mottagning  
i Riksmuseet, Staatshofstad, Amsterdam. (Se sid. 31)

**Freitag 25 juli.**  
9.00 fm. Sektionsammanträde för Järnvägstjänstemännen.  
9.00 fm. Sektionsammanträde för Fiskarna.  
9.00 fm. Dagutlys till Almere, Marker och Volendam för damerna  
(Se sid. 22)  
2.00 em. Sektionsammanträde för Inlandssjöfartspersonalen.  
2.00 em. Sektionsammanträde för Sjöfarande.  
5.00 em. Resolutionsutskottet.  
Förslag 1 förklarad  
Kongressens beslut, 24-25-26-27-28-29-30-31 juli

**Lördag 26 juli.**  
9.00 fm. Allmänt sammanträde.  
2.00 em. Sammanträde för Sektionen Civil Luftfart.  
2.00 em. Kombinerat sammanträde för Sjöfarande och Hamnarbe-  
terna.  
5.00 e.m. Resolutionsutskottet.  
8.00 em. Bankett i Koningszaal.

**Söndag 27 juli.**  
Utflykt med extratåg och buss till Zuiderzeeverken och till  
Frislandsmuseet i Arnhem. (Se sid. 28)

**Måndag 27 juli.**  
9.00 fm. Allmänt sammanträde.  
2.30 em. Rundtur med båt och buss genom Amsterdam.  
(Denne rundtur erbjuds Kongressen av Amsterdams Stad) (Se sid. 29)

**Tisdag 29 juli.**  
8.30 fm. Dagutlys till Rotterdam för damerna. (Se sid. 29)  
2.00 fm. Allmänt sammanträde.

Tisdag 29 juli  
2.00 em. Reserverat för eventuella extra sektionssammanträden eller allmänt sammanträde.  
5.00 em. Resolutionsutskottet (om nödvändigt)

Onsdag 30 juli  
9.00 fm. Valgrupper.  
9.00 fm. Morgonutflykt till Aalsmeer för damerna. (Se sid. 29)  
10.00 fm. Allmänt sammanträde  
2.00 em. Allmänt sammanträde

Torsdag 31 juli  
9.00 fm. Allmänt sammanträde  
2.00 em. Allmänt sammanträde

Freitag 1 Augusti.  
9.00 fm. Allmänt sammanträde  
2.00 em. Allmänt sammanträde (om nödvändigt)

**IMPORTANT NOTICES  
RENSEIGNEMENTS IMPORTANTES  
WICHTIGE MITTEILUNGEN  
VIKTIGA MEDDELANDEN**

The Congres Hall  
Salle du Congrès  
Die Kongresshalle  
Kongressalen

The Congress Hall is in the  
**HOTEL KRASNAPOLSKY**  
This hotel is situated near the Dam (Square), the real centre  
of Amsterdam.  
You can get to the Dam by the following trams and busses  
1 - 2 - 5 - 9 - 13 - 14 (bus) - 16 - 24 - 25 - and F (bus)

Toutes les séances du Congrès se tiendront à  
**L'HOTEL KRASNAPOLSKY,**  
situé tout près du "Dam" au centre d'Amsterdam  
Moyens de transport à l'Hôtel Krasnapolsky  
Trams 1-2-5-9-13-16-24 et 25  
Autobus 14 et F

Die Kongresshalle befindet sich im  
**KRASNAPOLSKY HOTEL**  
Dam (Platz) im Zentrum Amsterdams  
Der Dam ist mit den nächstehenden Strassenbahnen und  
Omnibussen zu erreichen.  
Strassenbahn 1-2-4-5-9-13-16-24-25  
Omnibus Linie 14 und F

Kongressalen är i  
**HOTEL KRASNAPOLSKY**  
Detta hotell ligger nära De Dam, Amsterdams verkliga cen-  
trum.  
Ni kan komma till De Dam med följande spårvagnar och  
bussar 1-2-5-9-13-14 (buss) - 16-24-25 och F (buss)



Excursions  
Excursions du Congrès  
Ausflüge  
Uttflykter

#### EXCURSIONS.

Please hand in your invitation cards for the trips you want to make at least two days before the date of the trip at the Congress information desk in the entrance hall of the Krasnapolsky. You will then receive your tickets on which you can make the trips. If you change your mind after having taken tickets please inform the information desk immediately. Reservations can then be cancelled.

**A. Sunday, 27 July, Zwolle and Arnhem.**

All delegates, substitute delegates and their ladies are invited by the Dutch ITF affiliated Unions to an excursion to the Zuiderzee works and the Open Air Museum at Arnhem.

(See page 30)

**B. Monday, 28 July, Amsterdam.**

All delegates, substitute delegates and their ladies are invited by the Municipality of Amsterdam to a trip by boat through the canals of Amsterdam and by bus through the new developments of Amsterdam at about 14.30 p.m.

#### LADIES OUTINGS

**C. Friday, 25 July, Alkmaar.**

The ladies accompanying delegates and substitute delegates are invited to an excursion to Alkmaar — Volendam and Marken. Coaches will depart from the Dam at 9.00 a.m.

#### Programme:

Dep. Amsterdam 9.00 a.m.  
Arr. Alkmaar 10.00 a.m.  
Coffee will be served in the Victory Hotel.  
Visit to cheese market.  
Lunch will be served in the Victory Hotel at 12.30 p.m.  
Arr. Volendam 14.45 p.m.  
Roundtrip by boat  
Volendam — Marken — Monnikendam.  
Arr. Monnikendam 17.00 p.m.  
Arr. Amsterdam 18.00 p.m.  
Krasnapolsky Hotel

D. Tuesday, 29 July: Rotterdam  
The ladies are invited to a trip to Rotterdam.  
They will be received by the Netherlands Co-operative Society.  
Coaches will depart from the Dam at 8.30 a.m.

**Programme :**

8.30 Departure  
10.00 Arr. Rotterdam  
Coffee will be served on the premises of the Netherlands Co-operative Society.  
11.00 Visit to the Co-operative flour mill.  
12.00 Lunch in the canteen of the mill.  
13.00 Departure to the shopping centre.  
15.30 Departure Rotterdam.  
17.00 Arrival Amsterdam.

E. Wednesday, 30 July: Aalsmeer  
The ladies are invited to an excursion to the centre of the flower district of Aalsmeer.  
Coaches will depart from the Dam at 9.00 a.m.

**Programme :**

Dep. Amsterdam 9.00 a.m.  
Arr. Aalsmeer 10.00 a.m.  
Visit to the auction hall.  
Coffee will be served at 11.00 a.m.  
Dep. Aalsmeer 11.30 a.m.  
Arr. Amsterdam 12.30 p.m.  
Krasnapolsky Hotel.

**EXCURSIONS DU CONGRÈS**

Ceux qui ont l'intention de prendre part à une ou plusieurs excursions, sont priés de présenter leurs cartes d'invitation au guichet d'informations dans le hall de l'hôtel Krasnapolsky, et cela au plus tard deux jours avant le départ de l'excursion en question.

Sur présentation de la carte d'invitation on recevra une carte de participation aux excursions.

Si plus tard on se décide à ne pas prendre part à une excursion, on est prié de faire part de l'annulation au guichet d'informations sans délai.

A. Dimanche, 27 juillet à Zwolle et Arnhem.

Les congressistes et les personnes accompagnantes sont invitées par les organisations Néerlandaises à une excursion par train spécial aux travaux de l'assèchement partiel de

Zuiderzee et du Musée de plein air à Arnhem.  
(voir pages 30/31)

**B. Lundi, 28 juillet à Amsterdam.**  
Les congressistes et les personnes accompagnantes sont invités par la municipalité d'Amsterdam à un promenade en bateau et une excursion en autocar à travers la ville vieille et nouvelle.  
Heure de départ: 14 h. 30.

**EXCURSIONS POUR LES DAMES**

**C. Vendredi, 25 juillet**  
**Excursion en autocar à Alkmaar.**  
Les dames accompagnant les congressistes sont invitées de participer à une excursion à Alkmaar, Volendam et Marken.

**Horaires**

9 h. 00 Départ des autocars du „Dam”.  
10 h. 00 Arrivée à Alkmaar.  
Le café sera offert à l'hôtel Victory. Visite au marché aux fromages.  
12 h. 30 Déjeuner à l'hôtel Victory.  
14 h. 45 Arrivée à Volendam.  
Une excursion en bateau aura lieu à Marken et Monnikendam.  
17 h. 00 Arrivée à Monnikendam.  
18 h. 00 Rentrée à Amsterdam, Hôtel Krasnapolsky.

**D. Mardi, 29 juillet**

**Excursion en autocar à Rotterdam.**

Les dames accompagnant les congressistes sont invitées de participer à une excursion à Rotterdam, où elles seront reçues par la Société Coopérative Néerlandaise.

**Horaires**

8 h. 30 Départ des autocars du „Dam”.  
10 h. 00 Arrivée à Rotterdam.  
On prendra le café dans le bâtiment de la Société Coopérative Néerlandaise.  
11 h. 00 Visite à la minoterie coopérative.  
12 h. 00 Déjeuner dans le réfectoire de la minoterie.  
13 h. 00 Départ pour le centre de la ville (quartier des grands magasins).  
15 h. 30 Départ.  
17 h. 00 Rentrée à Amsterdam.

**E. Mercredi, 30 juillet**

**Excursion en autocar à Aalsmeer**

Les dames accompagnant les congressistes sont invitées de participer à une excursion à Aalsmeer, centre de la région des fleurs.

**Horaires**

- 9 h. 00 Départ des autocars du „Dam“
- 10 h. 00 Arrivée à Aalsmeer
- Visite à la salle des ventes
- 11 h. 00 Le groupe se retrouvera pour une tasse de café
- 11 h. 30 Départ
- 12 h. 30 Rentrée à Amsterdam à l'Hôtel Krasnapolsky

**AUSFLOGE**

Es wird höflichst darum gebeten, die Einladungskarten zu den jeweiligen Ausflügen zwei Tage vorher bei der Information in der Empfangshalle des Hotels Krasnapolsky abzugeben. Bei Abgabe werden dann die Teilnehmerkarten überreicht. Sollte man später dann noch von der Teilnahme absehen, so wird gebeten, dies nach rechtzeitig bei der Information mitzuteilen.

**A. Sonntag, 27 Juli Zandvoort und Ankeim**

Alle Delegierten und ihre Damen werden von der Holländischen, bei der ITF angeschlossenen Gewerkschaften, eingeladen zu einem Ausflug nach den Zuiderzeeanlagen und dem Freiluftmuseum in Ankeim.

(Siehe Seite 31)

**B. Montag, 28 Juli**

Alle Delegierten und ihre Damen werden von der Stadtverwaltung der Stadt Amsterdam eingeladen zu einem Stadt- und Kanalfahrt mit Autobus und Boot.

Abfahrt etwa 14.30 Uhr

**AUSFLUGE FUER DIE DAMEN**

**C. Freitag, 25 Juli nach Alkmaar**

Die Damen der Landausreisen werden zu einem Tagesausflug nach Alkmaar eingeladen.

Abfahrt von Autobus um 9.00 Uhr vom Dam

**Programm:**

- Abfahrt Amsterdam um 9.00 Uhr
- Ankunft in Alkmaar um 10.00 Uhr
- Kaffeepause im Hotel Victoria
- Besuch des Käsemarktes
- Mittagsessen im Hotel Victoria um 12.30 Uhr
- Weiterfahrt nach Volendam



Ankomst in Volendam om 14.45 Uhr.  
Bustrundfäkt: Volendam — Marken — Monnikendam.  
Ankomst in Monnikendam om 17.00 Uhr.  
Ankomst in Amsterdam, Hotel Krassnapolsky om 18.00 Uhr.

**D. Dienstag, 29. Juli nach Rotterdam.**

Einladung für die Damen zu einer Fahrt nach Rotterdam, wo sie vom Niederländischen Konsumverein empfangen werden.  
Abfahrt mit Omnibus vom Dam om 8.30 Uhr.

**Programm:**

8.30 Uhr Abfahrt.  
10.00 Uhr Ankomst in Rotterdam.  
Kaffeepause im Gebäude des Nederl. Konsumvereins.  
11.00 Uhr Besichtigung der Mehlfabrik.  
12.00 Uhr Mittagessen in der Kantine der Fabrik.  
13.00 Uhr Besichtigung des neuen modernisierten Geschäftsviertels.  
15.30 Uhr Abfahrt.  
17.00 Uhr Ankomst in Amsterdam.

**E. Mittwoch, 30. Juli nach Aalsmeer.**

Einladung für die Damen zu einem Ausflug nach Aalsmeer, dem Zentrum der Holländischen Blumenkultur.  
Abfahrt der Autobusse om 8.30 Uhr vom Dam.

**Programm:**

Abfahrt aus Amsterdam om 8.30 Uhr.  
Ankomst in Aalsmeer om 10.00 Uhr.  
Besichtigung des Aufblühsplatzes.  
Kaffeepause om 11.00 Uhr.  
Abfahrt Aalsmeer om 11.30 Uhr.  
Ankomst in Amsterdam, Hotel Krassnapolsky om 12.30 Uhr.

**UTFLYKTER.**

Var god inlämna inbjudningskortet till de utflykter som Ni önskar deltaga i minst 2 dagar före utflyktens datum vid kongressförmedlingsbyrå i Krassnapolsky's hall. Sedan ni bärat Ni biljetter till utflykterna. Om Ni antykar Era planer efter att ha mottagit biljetterna, var god meddela kongressförmedlingsbyråns informationsbureau, då kan de reserverade platserna indragas.

**A. Söndag 27 juli Zwallo och Arnhem.**

Delegater, suppleanter och deras damer inbjuds till en utflykt till Zuiderzee-Anläggningarna och Friluftsmuseet i Arnhem. (Se sid. 32).

- B. Måndag 28 juli  
Delegater, suppleanter och deras damer inbjuds till en utflykt inom staden Amsterdam, som erbjuds Kongressen av staden Amsterdam. Rundtur med båt och buss.

**UTFLYKTER FÖR DAMERNA**

- C. Fredag 25 juli Alkmaar.  
Damer som ledsagar delegaterna inbjuds till en utflykt till Alkmaar, Volendam och Marken.  
Bussar avgår från De Dam kl 9.00 fm.

Program:  
Avr. Amsterdam 9.00 fm  
Ank. Alkmaar 10.00 fm  
Kaffe serveras på „Victory“ hotellet  
Besök på ostmarknaden  
Lunch intas på „Victory“ hotellet kl 12.30 em  
Ank. Volendam 14.45 em  
Rundtur med båt  
Volendam — Marken — Monnikendam  
Ans. Monnikendam 17.00 em  
Ank. Amsterdam 18.00 em  
Hot: Krasnapolsky

- D. Tisdag 29 juli Rotterdam.  
Damer inbjuds till en utflykt till Rotterdam, varvid de skall mottagas av Nederländska Kooperativa Förbundet.  
Bussarna avgår från De Dam kl 8.30 fm.

Program:  
8.30 Avresa  
10.00 Ans. Rotterdam  
Kaffe serveras i Kooperativa Förbundets lokaler  
11.00 Besök i den kooperativa kvarnen  
12.00 Lunch i kvarnens lunchrum  
13.00 Avresa till affärscentrum  
15.30 Avr. Rotterdam  
17.00 Ans. Amsterdam

- E. Onsdag 30 juli. Aalsmeer.  
Damer som ledsagar delegaterna inbjuds till en utflykt till Aalsmeer centrum för blomsterodlingarna.  
Bussarna avgår från De Dam kl 9.00.

Program:  
Avr. Amsterdam 9.00 fm  
Ank. Aalsmeer 10.00 fm  
Besök i auktionshallen  
Kaffe serveras kl 11.00  
Avr. Aalsmeer 11.30 fm  
Ank. Amsterdam 12.30 em  
Hot: Krasnapolsky

Transport Arrangements  
Usage des moyens de transport  
Beförderungsmittel  
Kommunikationer

All delegates and substitute delegates will receive a free pass for the municipal public means of transport as guests of the Municipality of Amsterdam.

Thursday 24 July, to the Rijksmuseum  
Reception by the Government and the Municipality of Amsterdam.

All delegates, substitute delegates and their ladies are requested to make the journey to the Rijksmuseum by means of public transport.

Trams: 1-2 Alight Leidseplein and walk via Weteringschans  
7-10 Alight Weteringschans opposite the Rijksmuseum.

Sunday 27 July. Excursion to Zwolle and Arnhem.

The timetable of the excursion to Zwolle and Arnhem is reproduced on the excursion programme.

All delegates, substitute delegates and their ladies are requested to make the journey to the Central Station by means of public transport. Departure of the train 8.22 a.m.

Trams: 1-2-5-9-13-16-24-25

Buses: 14-F

La municipalité d'Amsterdam a eu l'amabilité de mettre des abonnements de tram pour la durée Congrès à disposition des délégués et de leurs représentants.

Jeu. 24 juillet 1958. 20 h. 30 au Rijks-museum.

Réception offerte par le Gouvernement Néerlandais et la Municipalité d'Amsterdam (pour dames et messieurs) au "Rijks museum".

Les congressistes et les personnes accompagnantes sont aimablement priés de faire le voyage au Rijksmuseum par les moyens de transport publics.

Trams 1-2: Descendre Leidseplein et aller à pied par le Weteringschans.

Trams 7-10: Descendre Weteringschans en face du Rijks-museum.

Dimanche, 27 juillet 1958

Excursion (par train) à Zwolle et Arnhem.

L'horaire de l'excursion à Zwolle et Arnhem est indiqué sur le programme de l'excursion.

Les congressistes et les personnes accompagnantes sont aimablement priés de faire le voyage à la Gare Centrale (Central Station) par les moyens de transport publics.  
Le train partira à 8 h. 22 de la Gare Centrale.  
Trams : 1-2-5-9-13-16-24-25  
Autobus : 14-F.

Alle Delegierten und Teilnehmer des Kongresses können unentgeltlich von allen öffentlichen Verkehrsmitteln Gebrauch machen. Die Freikarten werden den Kongressteilnehmern von der **Stadtverwaltung Amsterdam** angeboten.

**Dienstag, 24. Juli, Rijksmuseum.**

Empfang durch die Regierung und die Stadtverwaltung von Amsterdam.

Alle Delegierten, sowie alle anderen Teilnehmer mit ihren Damen werden gebeten, sich selbständig zum Rijksmuseum zu begeben.

Strassenbahnverbindung : 1 und 2 bis „Leidseplein“. Dann zu Fuss durch die Weteringschans (etwa 4 Minuten).  
7 und 10 bis Weteringschans, direkt gegenüber dem Museum.

**Sonntag, 27. Juli, Ausflug nach Zwolle und Arnhem.**

Der Fahrplan für den Ausflug nach Zwolle und Arnhem ist im Programm für die Ausflüge zu finden.

Alle Teilnehmer werden gebeten, selbständig zum Zentralbahnhof zu fahren.

Strassenbahnverbindung zum Bahnhof : 1-2-4-5-9-13-16-24-25

Omnibuslinien : 14-F.

**Abfahrt des Zuges um 8.22 Uhr.**

Alle delegater och deras suppleanter erhåller en frikort på de offentliga kommunikationsmedlen inom staden, som erbjöds Kongressen av Staden Amsterdam.

**Torsdag 24 juli, till Riksmuseet.**

Regeringens och Staden Amsterdams mottagning.

Alla delegater, suppleanter och deras damer ombedes att fara till Riksmuseet med offentliga kommunikationsmedel.

**Spårvagnar:** 1-2 Stig av vid Leidseplein och gå längs Weteringschans.

7-10 Stig av vid Weteringschans mitt emot Riksmuseet.



**Söndag 27 juli**, utflykt till Zwolle och Arnhem.  
Tidschemat för utflykten till Zwolle och Arnhem återges i  
utflyktsprogrammet.  
Alla delegater, suppleanter och deras damer ombedes fara till  
Central-stationen med offentliga kommunikationsmedel. Tågets  
avgång 8.22 fm.  
**Spärvagnar** : 1—2—5—9—13—16—24—25.  
**Bussar** : 14—F.

**Postal facilities.**  
**Facilites postales**  
**Postamt :**  
**Post och Telegraf**

Will be provided on the premises of the hotel for the purchase  
of stamps and the despatch of letters and telegrams; letters  
posted at the Congress will be franked by a special cancella-  
tion stamp commemorating the Congress.

Il y a un guichet spécial à l'Hôtel Krasnapolsky où l'on pourra  
acheter des timbres, faire expédier des lettres et présenter  
des télégrammes.  
Les lettres mises à la poste aux lieux du Congrès seront revê-  
tues d'un cachet commémoratif.

In der Halle des Hotels Krasnapolsky wird die Gelegenheit  
geboten Briefmarken zu kaufen sowie Briefe und Telegramme  
zu versenden. Die hier auf die Post gegebenen Briefe u.s.w.  
tragen zur Erinnerung an den Kongress einen Sonderstempel.

Det är möjligt att i hotellet köpa frimärken och avsända brev  
och telegram, brev som postas under Kongressen frankeras  
med särskild stämpel som omnämner Kongressen.

Postage Rates  
Tarifs postaux  
Postgebühren  
Postavgifter

Foreign rate

|                                       | Weight                       | Suriname,<br>Neth. Antilles,<br>Indonesia | Belgium<br>Luxembourg | Other<br>countries   |
|---------------------------------------|------------------------------|---|-----------------------|----------------------|
| Letters                               | to 20 gr<br>from<br>to 40 gr | 12 cents<br>25 cents                      | 12 cents<br>25 cents  | 30 cents<br>50 cents |
| Postcards                             |                              | 8 cents                                   | 8 cents               | 20 cents             |
| Postcards<br>with<br>greeting<br>only |                              | 6 cents                                   | 6 cents               | 6 cents              |

**Air letters:** (written on special form), postage 30 cents may be sent to all countries outside Europe. Enclosures not permitted.

Tarifs postaux

|   | Poids                            | Pays Bas<br>Surinam<br>Antilles Néerl.<br>Indonésien | Belgique<br>Luxembourg | Autres pays<br>européens |
|---|----------------------------------|--|------------------------|--------------------------|
| Lettres                                       | jusqu' à 20 gr<br>jusqu' à 40 gr | 12 cents<br>25 cents                                 | 12 cents<br>25 cents   | 30 cents<br>50 cents     |
| Cartes postales                               |                                  | 8 cents  | 8 cents                | 20 cents                 |
| Cartes postales<br>avec salutations seulement |                                  | 6 cents  | 6 cents                | 6 cents                  |

Pour les pays outre-continentaux on peut se servir de formules spéciales; frais de port **30 cents**, sans annexes.

Postgebuhr

|             | Gewicht   | Suriname<br>Nederl. Antillen<br>Indonesien | Belgien<br>Luxemburg | Andere<br>Länder |
|-------------|-----------|--|----------------------|------------------|
| Brieve      | bis 20 gr | 12 Cents                                   | 12 Cents             | 30 Cents         |
|             | bis 40 gr | 25 Cents                                   | 25 Cents             | 50 Cents         |
| Karten      |           | 8 Cents                                    | 8 Cents              | 20 Cents         |
| Drucksachen |           | 6 Cents                                    | 6 Cents              | 6 Cents          |

Gedruckte Luftpostbriefe :

Für alle Länder ausserhalb Europas 30 Cents. Keine Einlagen  
gestattet.

Till utlandet

| Försändelseslag                 | vikt       | Surinam, Ned.<br>Antillen o.<br>Indonesien | Belgien och<br>Luxemburg | Övriga<br>utlandet |
|---------------------------------|------------|--|--------------------------|--------------------|
| Brev                            | högst 20 g | 12 cent                                    | 12 cent                  | 30 cent            |
|                                 | högst 40 g | 25 cent                                    | 25 cent                  | 50 cent            |
| Brevkort                        |            | 8 cent                                     | 8 cent                   | 20 cent            |
| Vykort (med bara<br>hälsningar) |            | 6 cent                                     | 6 cent                   | 6 cent             |

Luftbrevpost

Brev, skrivna på särskilda luftpostkort, kan sändas till alla länder  
utanför Europa för 30 cent — ett innesluts något är inte  
tillåtet.

Telephone.  
Téléphone  
Telefon  
Telefon

For local calls use the call boxes in the hotel hall.  
Have a ten cents coin ready for insertion in the box.  
For trunk calls and calls abroad, apply to the Congress  
information desk.  
Special telephone number of the Congress secretariat: 66910  
Telephone number of the Hotel Krasnapolsky: 63163

Dans le hall de l'Hôtel il y a des cabines téléphoniques pour  
les communications urbaines; une pièce de dix cents doit  
être mise dans la caisse.  
Prévoir de s'adresser au guichet de renseignements pour les  
communications interurbaines et internationales.  
No. de téléphone du Secrétariat du Congrès: 66910  
No. de téléphone de l'Hôtel Krasnapolsky: Amsterdam 63163

Für Ortsgespräche stehen in der Hotelhalle Münzlersprecher  
zur Verfügung. Eineurf ein 10 Cent-Stück.  
Telefonnummer des Sekretariats des Kongresses: 66910  
Telefonnummer Hotel Krasnapolsky: 63163

Telefontyfter för lokala samtal finns i hotellhallen. Man skall  
ha till hands ett mynt på 10 cent för att stoppa ned i öpp-  
ningen.

För interurbana och internationella samtal skall man vända sig  
till Kongressinformationsdisken.

Kongressens särskilda telefonnummer (sekreterariat): 66910  
Hotell Krasnapolskys telefonnummer: 63163

Travel Bureau.  
Renseignements touristiques  
Reisebüro  
Reisebüro

The American Express has an office in the Hotel Krasnapolsky.  
Staff will be in attendance during Congress proceedings.

Pour tous renseignements touristiques, prière de s'adresser au  
bureau de voyage „American Express“. Le bureau est ouvert  
journalièrement.

„American Express“ hat im Hotel Krasnapolsky ein Büro, das  
während der Dauer des Kongresses täglich geöffnet ist.



„American Express“ har sitt kontor i Hotel Krasnapolsky. Personal skall tjäntgöra där under kongresstimmar.

**Money exchange.  
Taux de change  
Wechselstube  
Växelkontor**

The Hotel Krasnapolsky operates a money exchange office.

L'Hôtel Krasnapolsky a un bureau de change spécial.

Wechselstube ebenfalls in der Hotelhalle vorhanden.

Hotell Krasnapolsky har en särskild service för växling av pengar.

**Bookshop and Photo Service  
Librairie et bureau de photos  
Bücher und Fotodienst  
Bokstånd och fototjänst**

During the Congress a bookshop of the „Arbeiderspers“ (Labour Press) will be in attendance in the hall of the hotel Krasnapolsky.  
The photo service of the „ANP“ will attend to all your needs and has a stand in the hall of the hotel too.

Pendant les journées du Congrès une librairie du „Arbeiderspers“ (Labour-press) sera ouverte.  
Elle se trouvera dans le hall de l'Hôtel Krasnapolsky.  
L'Agence Générale de Photos ou P.G.P. (ANP) aura également un bureau de photos.  
Les congressistes sont priés de s'adresser à ce bureau pour y obtenir les photos désirés.

Während der Dauer des Kongresses befindet sich in der Hotelhalle ein Buchladen der „Arbeiderspers“ („Arbeiterpresse“), sowie ein Fotostand der ANP.

Under Kongressen har „De Arbeiderspers“ (Arbetarpressen) ett bokstånd i hotellets hall.  
ANP:s fototjänst skall ge Er all den service Ni behöver och har också ett stånd i hotellhallen.

MINISTRY OF SOCIAL AFFAIRS AND PUBLIC HEALTH

March 1958

Social Insurance in the Netherlands

I Introduction

Well over fifty years ago - on the 1st of February 1903 - the first social insurance act in the Netherlands, viz. the Industrial Accidents Insurance Act, came into force. This act, however, is always indicated as the Industrial Accidents Insurance Act 1921 (Ongevallenwet 1921) as in that year it was substantially modified. Whereas before that year only a few specified establishments were compulsorily insurable, after the 1921 modification all establishments were compulsorily insurable, with the exception of those engaged in agriculture, cattle-breeding, horticulture, sylviculture, sea-navigation and sea-fishing. For these branches of industry separate acts to insure the risk of accidents were enacted, viz. the Seamen's Accidents Insurance Act 1919 (Zeeongevallenwet 1919) for establishments engaged in sea-navigation and sea-fishing and the Agricultural and Horticultural Accidents Insurance Act 1922 (Land- en Tuinbouwongevallenwet 1922) for establishments engaged in agriculture, cattle-breeding, horticulture and sylviculture.

The insurance against the financial consequences of disablement, old age and decease (widows' and orphans' insurance) was provided for in the Invalidity Act (Invaliditeitswet), which came into force on the 3rd of December 1919.

The Sickness Insurance Act (Ziektewet), which entered into force on the 1st of March 1930, provides for the financial benefits in case of sickness and maternity.

Under the Sick-fund Decree (Ziekenfondsenbesluit), entering into force on the 1st of November 1941, a statutory regulation was made for the medical and dental treatment in case of sickness and maternity.

From January 1, 1941, onwards children's allowance has been granted under the Children's Allowance Act (Kinderbijslagwet).

The interim pay allowance and the unemployment insurance laid down in the Unemployment Act (Werkloosheidswet) entered into force on the 1st of July 1952. The insurance against the financial consequences of old age, comprising the entire population, was provided for in the General Old Age Act, which entered into force on January 1, 1957.

The insurance provided for in the above acts are all of a compulsory nature and they only relate to employed persons, who in general are statutorily insured. This means that the worker is insured on account of the fact that he performs compulsorily insurable work. However, this does not apply to the Invalidity Act. In order to be included in the insurance provided for under the Invalidity Act, the worker performing compulsorily insurable work is under an obligation to apply for admission to the insurance to the competent executive body, which in this case is the Board of Labour (Raad van Arbeid).

the following: the accident for at least six weeks.  
2. If on the third day after the accident the worker is still unable to work, he receives a benefit amounting to 80% of his daily wages, counting from the day following the accident.

1. medical- and surgical treatment;  
The indemnities granted under the Industrial Accidents Insurance Act 1921 are the following:

any person rendering paid services in an establishment comes under the provisions of this Act. This Act does not recognize a wage-limit. Furthermore, persons rendering paid services, not in the employment of an establishment, but in the employment of an association, foundation, or other body, are covered by this Act. Civil servants are not covered by the provisions of the Industrial Accidents Insurance Act, 1921. Domestic servants only come under the provisions of this Act in so far as they also work in the establishment. Persons rendering paid services in the Netherlands or corporations are also insured.

Any person rendering paid services in an establishment comes under the provisions of this Act. This Act does not recognize a wage-limit. Furthermore, persons rendering paid services, not in the employment of an establishment, but in the employment of an association, foundation, or other body, are covered by this Act. Civil servants are not covered by the provisions of the Industrial Accidents Insurance Act, 1921. Domestic servants only come under the provisions of this Act in so far as they also work in the establishment. Persons rendering paid services in the Netherlands or corporations are also insured.

II. Industrial Accidents Insurance Act, 1921.  
The object of this Act is to insure the workers against the financial consequences of accidents and occupational diseases which they sustained out of or in the course of their employment.  
Physical injuries arising in a relatively short time, as e.g., lacerations, bruising, sunstroke, blister etc., are bracketed with accidents.  
Any person rendering paid services in an establishment comes under the provisions of this Act. This Act does not recognize a wage-limit. Furthermore, persons rendering paid services, not in the employment of an establishment, but in the employment of an association, foundation, or other body, are covered by this Act. Civil servants are not covered by the provisions of the Industrial Accidents Insurance Act, 1921. Domestic servants only come under the provisions of this Act in so far as they also work in the establishment. Persons rendering paid services in the Netherlands or corporations are also insured.



If the incapacity to work lasts for more than 6 weeks, the injured person receives:

- a. 70% of his daily wages in case of total incapacity;
- b. a proportional part of the above-mentioned 70% in case of partial incapacity.

If the daily wages amount to more than 19 guilders, no benefit is paid over the surplus amount.

An injured person may be enabled to follow a certain training course, if his working capacity may thus be enhanced.

If an insured person dies through an industrial accident or occupational disease, the following benefits are paid:

1. funeral expenses: at most 30 times the insured person's daily wages, amounting to a maximum of G.fl. 570.
2. a pension to his surviving dependants. This pension amounts to:  
30% of the daily wages for the deceased person's wife;  
15% of the daily wages for every child of the insured person (20% in case this child is or becomes an orphan).  
Parents, grand-parents or parents-in-law receive at most 30% of the daily wages, if the deceased person was their breadwinner.  
This pension is only paid out if wife and children have already received the full amount due to them. Children receive the pension until they are 16 years of age. The total amount of the pensions paid out to the surviving dependants, however, is not to exceed an amount of 60% of the deceased person's daily wages. If this should be the case, every pension is decreased proportionally.

#### Contribution

The contribution is an advance contribution on which a final contribution is due later on or over which, as the case may be, a refund is made later on.

The contribution differs according to the risk every establishment entails and is fixed at a certain amount for every guilder of a person's wages. The contribution is entirely to be paid by the employer. In order to be able to calculate the contribution, the employers are under an obligation to keep pay-sheets, which are to be brought up to date every time wages are paid out.

#### Execution

The act is executed by the Social Insurance Bank at Amsterdam and the Boards of Labour.

The risk of accidents is generally borne by the Accident Fund, which is administered by the Social Insurance Bank. In the act certain provisions have been inserted, however, which under certain conditions render it possible for the employer to bear the risk himself or to transfer this risk to a risk-bearing company or association.



The employer or injured person who does not accept a certain decision may appeal to the Court of Appeal, within whose district he is residing, within one month after the date of the decision. Further appeal may be made to the Central Court of Appeal.

#### Additional allowances

On account of the increased cost of living measures have since the end of the war been taken in order to increase the amount of the benefits paid under the Act by means of additional allowances, amounting to a certain percentage of the benefits granted. These additional allowances are, generally speaking, only granted to persons residing in the Netherlands.

#### III Agricultural and Horticultural Accidents Insurance Act, 1922.

The object of this act is to insure workers employed in agricultural, horticultural, and forestry and cattle-breeding establishments against the financial consequences of accidents occurring in the course of their employment. Certain occupational diseases are bracketed with accidents. Injuries arising in a relatively short time, as e.g. tendonitis, freezing, sunstroke, cholera etc. are also regarded as accidents.

#### Insured persons

All workers rendering paid services in the said establishments are covered by this act. In certain cases persons who do not work in an establishment but who are in the employment of a foundation or association may also come under the provisions of this act. Domestic servants are not insured during their domestic work. Foreigners rendering paid services in the Netherlands in the employment of Netherlands citizens or corporations are also insured.

#### Indemnifications

As for indemnifications the provisions of the Industrial Accidents Insurance Act 1921 (see above) also apply to this act.

#### Contribution

The amount of contribution depends on the amount of wages paid to the workers and the extent of the danger to which they are exposed in the establishment.

#### Execution

The execution considerably differs from the execution of the Industrial Accidents Insurance Act, 1921. For the Agricultural and Horticultural Accidents Insurance Act 1922 is not only executed by the Social Insurance Bank and the Boards of Labour, but also, and even principally, by two industrial associations. These industrial associations are no associations of employers. The boards of these associations, however, are for 50% composed of workers nominated by the Minister of Social Affairs and Public Health and for 50% of employers. The act only requires insurance, but as regards the execution of the act the employers concerned are free to join either the Social Insurance Bank or an industrial association.

Appeal

Pursuant to the provisions of this act an appeal against the decisions of the board of the Social Insurance Bank and of the industrial associations may be lodged with the Courts of Appeal and, in the last resort, to the Central Court of Appeal.

Additional Allowances See sub II

IV. Seamen's Accidents Insurance Act.

The object of this act is to insure the ship's crew of a sea-vessel against the financial consequences of occupational accidents.

Insured persons

The entire crew of the sea-vessel, including captain and catering staff, are compulsorily insured. Foreigners forming part of the crew, are also compulsorily insured.

Indemnifications

The indemnifications under this act comprise:

1. medical and surgical treatment;
2. in case of total incapacity to work:  
80% of the daily wages for a period of 6 months, after that  
70% of the daily wages amounting to at most 19 gld. a day;
3. in case of partial incapacity to work:  
a proportional part of the benefit mentioned sub 2;
4. in case of decease: compensation for funeral expenses and pensions to the surviving dependants, which, generally, are in accordance with the provisions under the Industrial Accidents Insurance Act 1921;
5. in case of a total loss of equipment on account of a casualty to the vessel:  
a lump sum is paid out.

Charges

The indemnifications are considered to be part of the wages and are fully payable by the ship-owner. With regard to sailing-sea-going fishing boats of not more than 40 gross register tons and sea-going fishing boats and sea-vessels up to 200 gross register tons, however, the State has undertaken to pay 3/4 and 1/2 respectively of the indemnifications.

Execution

Unlike the other insurances this act is executed on the basis of private law. The benefits are payable by the employer as a consequence of the existing collective agreement. Nearly all employers in the sea-navigations and sea-fishing branches have joined the association "Sea-risk" at Amsterdam. It is allowed to bear one's own risk, to which, however, only a few big companies have proceeded. Just as "Sea-risk" these companies are to deposit a pledge, either in money or in securities, in order to guarantee the observance of their liabilities.

The supervision of the execution of the act is exercised by the State. A captain is not allowed with his vessel to leave a Netherlands harbour or roadstead, unless he is in the possession of a permit in writing, issued by the Inspector-General of Shipping. This permit is only granted, if the owner of the ship has met the obligations of the Seamen's Accidents Insurance Act.



The amount of this pension and of the other pensions under the Invalidity Act depends on the number of contributions paid and on the number of weeks the insurance has lasted. In general the pensions vary from 5 to 6 Guilders a week. If the amount of the contribution paid is low, the pension is pro rata. The old age pension is due on the first day of the calendar month in which the person insured attains the age of 65.

Amount

1. An insured person is entitled to old age pension on attaining the age of 65.

Pensions

The pensions that may be granted under the Invalidity Act are the following:  
1. old age pension;  
2. disablement pension;  
3. widow's pension;  
4. orphan's pension;  
5. medical treatment or nursing.

Application

In order to be insured one is under an obligation to apply to the Board of Labour. Persons failing to do so are not insured.

Insured persons

All persons having reached the age of 14 and rendering paid services are covered by this act. Persons earning more than D.11.5600 a year cannot be included in the insurance. However, once a person has been included in the insurance, he remains insured. The employer's obligation to pay contribution ends, however, if the wages have exceeded the amount of D.11.6300 a year. The workers need not be in the employment of an establishment, as e.g. under the provisions of the Industrial Accidents Insurance Act 1921. They are covered by the Invalidity Act, if only they render paid services. Not compulsorily insured is the worker who has attained the age of 35 and is not yet in the possession of an insurance-card. Furthermore, persons are excluded from the insurance, if they are in the employment of the State and receive a pension from the State, as well as railway-workers who are covered by pension arrangements. Generally speaking, foreigners employed in the Netherlands are also covered by the provisions of this act.

Appeal

If an interested party does not accept a benefit or does not agree to a decision refusing indemnification to him, he may bring the dispute before the judgment of an arbitration board.

Additional Allowances See sub II.

V. Invalidity Act.

The object of this act is to insure workers against the financial consequences of disablement, old age and death.

ad 2.

The disablement pension is granted:  
a. in case of permanent disablement, or  
b. to persons who are temporarily disabled for more than six months (these persons are not entitled to a pension within 52 weeks after the disablement sets in, if they are entitled to sick-pay under the Sickness Insurance Act).

Disabled is a person who on account of disease or infirmities is unable to earn 1/3 of his normal wages by performing work which is suited for his strength and capacities and which may reasonably be required of him in view of his education and his former occupation.

In order to be eligible for disablement pension at least 150 contributions have to be paid.

ad 3. Widow's Pension.

The widow of an insured person is entitled to a pension, if she is 60 years old or before that time, if she is permanently disabled, provided that at least 40 contributions were paid for her deceased husband.

ad 4. Orphan's Pension.

Children under the age of 16 entitled to an orphan's pension:

1. after the death of the father, if he was insured;
2. after the death of the non-insured father, if the mother is insured;
3. after the death of the mother, if she was insured and the children were already fatherless or if the mother was the breadwinner of the family.

In these three cases at least 40 contributions must have been paid. The pension is granted to all children under the age of 16 together. The full amount of the pension is paid until the youngest child has attained the age of 16. The pension is due on the 1st day of the calendar-month in which the father or mother died. (Foster children (children of one of the parents), who were educated for at least 1 year in the family of the deceased person for the latter's account, are entitled to orphan's pension in the cases mentioned sub 1 and 3).

If the children are entitled to a pension on the strength of one case as well as of another, the highest pension will be paid out. If an insured father and an insured mother have both died, the orphans are entitled to two orphan's pensions.

ad 5. Medical Treatment or Nursing.

The insurance under the Invalidity Act renders it possible that in certain cases of impending permanent disablement medical treatment or nursing is granted.

#### Contribution

The contribution, which is entirely payable by the employer, is in principle paid by affixing adhesive insurance stamps to insurance cards. These stamps are to be affixed at each payment of wages. The amount of the contribution depends on age and sex of the insured person.



The following table gives a survey of the weekly contributions:

| Age           | Males      | Females    |
|---------------|------------|------------|
| 14 and 15     | D.fl. 0,30 | D.fl. 0,30 |
| 16 and 17     | " " 0,40   | " " 0,40   |
| 18, 19 and 20 | " " 0,50   | " " 0,40   |
| 21 and older  | " " 0,60   | " " 0,50   |

If, however, an insured person only receives training or board as compensation for his work, stamps of D.fl. 0,25 are to be affixed, irrespective of the insured person's age.

Execution This act is executed by the Social Insurance Bank and the Boards of Labour.

Appeal If one does not agree to a certain decision, an appeal may be made to the Court of Appeal within the period of 1 month. Further appeal may be made to the Central Court of Appeal.

Allowances In view of the rising cost of living after the war provisions have been made to increase the pensions which may be granted under the Invalidity Act. This was effected by the Act for the supplementation of pensions under the Invalidity Act. Under that act additions to dismembered and widows' pensions are granted:  
1. an allowance amounting to 100% of the pension;  
2. a monthly family allowance amounting to 31 guilders.  
These allowances are granted to persons under the age of 55. In general these allowances are only paid out, if the pensioner is residing in the Netherlands.

VI. Sickness Insurance Act.  
The object of this act is to insure workers against the financial consequences of incapacity for work on account of illness.

Persons insured All workers in the employment of an establishment as well as civil servants appointed on agreement in the employment of a public body (State, Province, Municipality etc.) are covered by the Sickness Insurance Act in so far as they are not covered by a recognized special sick-pay regulation.  
Domestic workers in so far as they are employed by the same employer for at least 5 days a week are covered by this act as well as those who receive an allowance under the Unemployment Act.  
Not covered by this act are i.e. persons whose salaries amount to more than D.fl. 6900 a year as well as civil servants, seamen and sea-fishers.

Benefits In case of incapacity for work the person insured is entitled to a benefit. He is not entitled to sick-pay, if the disease is caused by an accident. If he is insured against the financial consequences of accidents under the provisions of one of the Accidents Insurance Acts.

The sick-pay amounts to 80% of the daily wages. In so far as the wages amount to more than D.fl.19 a day no benefit is granted over the surplus amount.

Duration

The sick-pay is paid over every work-day for the duration of the disease, to begin with the third day after the day on which the incapacity for work began. Generally speaking, every case of incapacity for work on account of illness generally entitles to sick-pay for at most 52 weeks.

Maternity

In case of pregnancy sick-pay is granted for at most 6 weeks before the confinement. This benefit amounts to 100% of the daily wages (20% more than in normal cases of disease). After the confinement further sick-pay is granted amounting to 100% of the daily wages for the duration of the incapacity for work in so far as this incapacity for work arises from the confinement, being at most 52 weeks and at least 6 weeks after the confinement.

Contribution

Half of the contribution up to an amount of 1% of that part of his wages over which contribution is due is payable by the person insured and the remaining part by his employer.

The amount of the contribution is fixed and collected by the industrial association which the employer has joined for the person insured. This industrial association also collects the contribution. The industrial association is authorized to require an advance contribution.

Execution

The sickness Insurance Act is executed by the recognized industrial associations.

Appeal

If the person concerned does not agree to the decision taken by the industrial associations, he may appeal to a Court of Appeal.

The party who is adjudged to be in default may lodge an appeal with the Central Court of Appeal, in so far as the disputed decision does not relate to the question whether or not the person concerned was or still is unfit for work.

VII. Sick-fund Decree

The object of this Decree is to ensure effective medical treatment in times of illness for persons insured.

Persons insured

Persons insured under the Sickness Insurance Act are in principle also covered by the Sick-fund Decree.

Seamen in the employment of a company established in the Netherlands are also insured.

Furthermore: several groups of persons who temporarily or permanently have given up their former occupation, as e.g. young people who perform their military service and who are breadwinners, and, under certain conditions, persons receiving a benefit by virtue of the Invalidity Act or one of the Accidents Insurance Acts. The insurance of all these groups of persons, however, is subject to the condition that their wages,

salary or benefit does not amount to more than D.fl. 6000 a year. Certain groups of members of the family who are indirectly insured are insured by virtue of the insurance of the head of the family. The person who is directly insured is under an obligation to apply to a General Sick-Fund, stating the members of his family who are eligible for indirect insurance.

Benefits

Persons insured either directly or indirectly are entitled to:

1. medical aid rendered by the family doctor;
2. specialist aid, at the advice of the family doctor;
3. dental aid under certain conditions;
4. obstetric aid rendered by a midwife;
5. hospital nursing for at most 70 days per case;
6. an allowance towards the cost of nursing in a sanatorium for tuberculous patients up to an amount of 3/4 of the nursing expenses;
7. medicines and dressings;
8. external therapies, as e.g. ray-treatment, massage and remedial gymnastics;
9. surgical appliances, such as calipers, special shoes, artificial limbs, etc.;
10. ambulance services;
11. a maternity benefit amounting to 22 guilders.

Contribution

In principle the contribution amounts to 4.4% of the wages over which contribution is to be charged under the Sickness Insurance Act. For seamen the contribution amounts to 2.4% of the wages.

Both employer and employee pay 50% of the contribution.

Execution

The Sick-fund Decree is executed by General Sick-funds recognized by the Minister of Social Affairs and Public Health.

The industrial associations collect the contribution from the employers.

VIII. The Children's Allowance Act.

Persons insured

This act covers all workers in the employment of an establishment as well as public workers appointed on agreement (in the service of the State, provinces, municipalities etc.), unless they are covered by a special sick-pay regulation.

Persons whose salaries amount to more than D.fl. 6900 a year are also insured under this act.

Domestic servants are not covered by the Children's Allowance Act.

Any worker, who has a family consisting of one or more children or foster-children under the age of 16, is entitled to children's allowance.

The children's allowance is paid quarterly.

The number of children on the 1st day of a Quarter is decisive for the right to children's allowance.

If a child receives general education or vocational training, the age-limit is the 27th birthday, provided that the applicant makes a considerable contribution towards the support of the child.



Disabled children from 16 to 27 may also be eligible for children's allowance. By disabled children are meant children who, through disease or defects may be expected in the year to come to be unable to earn 1/3 of the normal wages by performing work which is suitable for their physical capacities.

|                                     |  |
|-------------------------------------|--|
| <u>Allowance</u>                    | The children's allowance amounts to 58 cents per day for the first child, to 65 cents per day per child for the second and third child, 91 cents per day per child for the fourth and fifth child and to 102 cents per day per child by any subsequent children.   |
| <u>Contribution</u>                 | The contribution is paid by employers employing workers covered by the Children's Allowance Act (for persons earning more than 19 guilders a day, no contribution is paid over the surplus). The contribution is not to be deducted from the wages, neither entirely nor partly. The contribution amounts to 4,6% of the wages over which contribution is to be calculated.  |
| <u>Execution</u>                    | The Children's Allowance Act is executed through the industrial associations.  |
| <u>Appeal</u>                       | Against a decision with regard to the refusal of children's allowance as well as with regard to the fixing of contribution an appeal may be made to the Court of Appeal within whose district one is residing. Further appeal may be made to the Central Court of Appeal.  |
|                                     | <u>1. Children's Allowance Act for recipients of disability-, old age-, and orphan's pensions</u><br>The object of this act is to provide for children's allowance for persons in receipt of a pension.  |
| <u>Persons covered by this act.</u> | This children's allowance is granted to:<br>1. a married man, widower or divorced husband, if he is in receipt of a disability- or old age pension and if he has to support children as referred to in the Children's Allowance Act;<br>2. a married female pensioner who is breadwinner for her family and has children as referred to sub 1);<br>3. orphans who are in receipt of a pension under the Invalidity Act;<br>4. orphans who are in receipt of a pension under one of the accidents insurance acts. |
| <u>Allowance</u>                    | The children's allowance granted under this act for the 1st child amounts to D.fl. 15,30 per month; for the second and third child to D.fl. 17,15 per month per child, for the fourth and fifth child to D.fl. 24,- per month per child and for any subsequent children to D.fl. 26,90 per month per child.  |
| <u>Contribution</u>                 | No contribution is to be paid under this act; the expenses are borne by the state.   |
| <u>Execution</u>                    | The execution of this act has been entrusted to the Social Insurance Bank and the Boards of Labour.  |



X. Unemployment Act.

The object of this act is to insure workers against the financial consequences of enforced unemployment.

Persons insured Insured are all persons rendering paid services in the Netherlands.

Not covered by this act are:  
civil servants, domestic workers, persons earning a fixed salary of more than D.fl. 6900 per annum and persons aged 65 and over.

Allowances The Unemployment Act provides for interim-pay or unemployment allowance.

Interim-pay allowance Entitled to an interim-pay allowance is the worker who in the 12 months' period immediately preceding the beginning of his enforced unemployment worked for at least 156 days as a worker in terms of the Act in the employment of one or more employers who joined the same industrial association as his last employer. So the Act requires that the work should have been performed for at least 156 days in the same branch of industry or occupation.

The interim-pay allowance is paid by the industrial association concerned and is paid out over at least 48 days a year.

Unemployment allowance The interim-pay allowance is followed by an unemployment allowance which is paid by the General Unemployment Fund for at most 78 days per year, so that the total duration over which payments are made amounts to 126 days per year.

If an employee is not entitled to interim-pay allowance, but is entitled to an unemployment allowance, he receives this allowance over a period of at most 126 days, on the provision that in the year preceding the unemployment he should have worked for at least 78 days within the meaning of the Act.

Amount Both interim-pay allowance and unemployment allowance amount to:  
80% of the daily wages for married men, married female breadwinners and unmarried male or female breadwinners;  
70% of the daily wages for unmarried persons aged 18 and over who are not breadwinners and who are not living in with their parents;  
60% of the daily wages for the other workers.

Contribution The contribution for the interim-pay allowance is fixed by the board of the industrial association and depends i.a. on the unemployment in the branch of industry or occupation concerned. The employer pays the contribution, but half of the contribution is deducted by the employer from the employee's wages.  
The contribution for the unemployment insurance is fixed by the Minister of Social Affairs and Public Health. This contribution is equal for all branches of industry, viz. 1,6% of the wages over which contribution is calculated.

1/4 part is paid by the employer.  
1/4 part is paid by the worker.  
1/2 of the contribution is paid by the State.

A bill to the effect of fixing the contribution of employers, workers and the State each at 1/3 of the total contribution is under consideration. It is also intended to reduce the contribution to 1,2%.

Execution

This act is implemented by the recognized industrial associations and by the General Unemployment Fund at the Hague.

Appeal

An appeal to a decision of an industrial association may be made to the Courts of Appeal:

- a) by the employer, in so far as the amount of contribution due is concerned;
- b) by the worker, in so far as the allowance is concerned.

Further appeal may in many cases be brought before the Central Court of Appeal at Utrecht.

II. General Old Age Act.

The object of this Act is to provide for a general compulsory insurance against the financial consequences of old age, which insurance shall comprise the entire population.

Persons insured

Any person residing in the Netherlands who has attained the age of 15 but not yet the age of 65 is compulsorily insured, irrespective of his nationality, his income or his means.

The insurance, therefore, comprises the entire population, in which connection it should be noted that the married woman is also insured independently.

Furthermore is insured the non-resident who on account of work performed in the Netherlands is liable to pay income tax, which means e.g. that the wage-earner living in Belgium and working in the Netherlands is automatically insured.

Old Age Pension

For the married man the pension amounts to 1524 gld. per annum and for the unmarried man or woman to 936 gld. per annum.

Married couples living permanently separated from each other are regarded as being unmarried. If, however, the man and the woman live permanently separated without being separated from bed and board, they are, when they both have attained the age of 65, both entitled to half the amount of the pension for married couples, so each of them is entitled to an amount of 762 gld. per annum.

It should be noted that the married woman is insured, also if she does not contribute towards the family income by rendering paid services, but that, generally speaking, she is not entitled to a pension of her own. The married man is entitled to the pension for married couples, the amount of which depends on the separate insurances of the two spouses.

The pension for married couples is reduced by 1% for each year during which the husband was not insured or failed to pay contribution and for each year during which the wife was not insured or failed to pay contribution.

The pensions for unmarried persons and the pensions of married couples living permanently separated from each other are reduced by 2% for each year during which the person entitled to the pension was not insured or failed to pay contribution.

The purchasing power of the old age pension is adjusted to the fluctuations in the economic situation, viz. by raising or reducing the amounts of 1524,- gld., 936,- gld. and 762,- gld. in accordance with the trend of the wage-index figure.

Transitional Provisions The Act is based on an insurance period of fifty years. Only those who were insured in the period between their 15th and their 65th birthday and who did not fail to pay contribution are eligible for the full amount of the pension. Transitional provisions have been made for the benefit of those who on the date on which the Act entered into force - January 1, 1957 - had attained the age of 15 but not yet of 65 and those who had already attained the age of 65 before the said date.

Any person who before the entry into force of the Act attained the age of 15, but not yet the age of 65 is considered to have been insured during the period between his 15th birthday and the entry into force of the Act, provided that he - whether or not uninterruptedly - has lived for a period of six years after his 59th birthday within the Kingdom of the Netherlands. This in principle only applies to persons of Netherlands nationality residing in the Netherlands.

Contribution

The contribution (6,75%) is levied according to the income earned by the insured person in a calendar year and fixed in a certain percentage of that income. If the income amounts to more than 6900 guilders per annum, no contribution is due over the surplus amount. The amount of 6900 gld. may be raised or reduced in accordance with the fluctuations of the wage-index figure. No contribution or only a part of the contribution is levied from non-wage-earners with very slender incomes.

Execution

The execution of the act has been entrusted to the Social Insurance Bank in co-operation with the Boards of Labour. The Social Insurance Bank also fixes the percentage of the contribution. The contribution is assessed and collected by the State Revenue Department.

Appeal

An appeal can be made to the Court of Appeal, a further appeal may be lodged with the Central Court of Appeal.



XII Emergency Act Children's Allowance for the self-employed.

The object of this act, which entered into force on July 1, 1951, is to grant children's allowance to the self-employed of slender means.

Who are covered by this Act This Act covers the self-employed Netherlands national who is residing in this country and who is practising a trade or occupation in this country otherwise than under a collective agreement.

Right to children's allowance Self-employed persons are entitled to children's allowance:

- a) if their annual income does not amount to more than D.fl.3500 children's allowance is granted, to be reckoned from the third child under the age of 16;
- b) if the annual income amounts to more than D.fl.3500 but less than D.fl.3700, children's allowance is granted to be reckoned from the fourth child under the age of 16, and so on for each following child; consequently, if the annual income amounts to more than D.fl.3700 but less than D.fl.3900, children's allowance is granted to be reckoned from the fifth child.

For children who are studying or who are attending a training-course and for disabled children the age-limit is the 27th birthday.

Allowance The children's allowance amounts to 36 cents per day from the third child and to 53 cents per day from the fourth child onwards. The right to children's allowance depends on the number of children on the 1st day of each quarter.

Contribution No contribution is to be paid under this Act. The expenses of this regulation are entirely borne by the State.

Execution The act is executed by the Boards of Labour.

III. The execution of social insurance.

The execution of social insurance has mainly been regulated in the Act on the Social Insurance Bank and the Boards of Labour, 1933, and in the Organisation Act Social Insurance, 1952.

a) Industrial Associations

The Industrial Associations have been entrusted with the execution of the Sickness Insurance Act, the Children's Allowance Act and the Unemployment Act.

Industrial associations are associations recognized by the Minister of Social Affairs and Public Health and established by one or more workers' organisations which are to be representative in the opinion of the Minister and by one or more employers' organisations which are to be representative in the opinion of the Minister.

The Minister of Social Affairs and Public Health has divided the field of industrial or occupational activities into 26 parts, each comprising one or more branches of industry or



occupations or parts thereof. There is one industrial association for each of these branches of industry or occupation, so there are 26 industrial associations.

In so far as the execution of the Social Insurance Acts has been entrusted to the industrial associations, each employer is by law affiliated with the industrial association extending its field of operation over the part of industry or occupation of which the activities he is to perform form part. The representatives of workers' and of employers' organisations are to be represented in the board of industrial associations in equal numbers. The articles of association of an industrial association are subject to the approval of the Minister. If an industrial association does not independently administer one or more branches of insurance, they are exclusively administered by the Joint Administration Office, recognized by the Minister of Social Affairs and Public Health.

b) National Insurance Bank

This bank is situated at Amsterdam. Its Board is composed of 15 members: 5 members are appointed by the Minister of Social Affairs and Public Health, 5 by the central employers' organisations and 5 by the central workers' organisations.

The chairman is appointed by the Minister. The management of the Social Insurance Bank is composed of 3 salaried members who are appointed by the Board.

The execution of the following acts has been entrusted to the Social Insurance Bank: the Invalidity Act, the Industrial Accidents Insurance Act 1921, the Agricultural and Horticultural Accidents Insurance Act 1922 (in so far as this act is not executed by an Industrial Association for occupational accidents insurance for agricultural establishments), and the General Old Age Act.

The Social Insurance Bank also has the supervision over the Boards of Labour and administers the Industrial Accidents Fund, the Agricultural Accidents Fund, the Invalidity and Old Age Fund and the Old Age Fund.

The Board of the Social Insurance Bank is responsible and liable to render accounts to the Social Insurance Board (see sub d).

c) Boards of Labour

The Boards of Labour - there are 22 of them - are composed of a chairman, 3 employers and 3 workers. Only the chairman is paid. The employers and workers are appointed for a 3 years' period by the Minister of Social Affairs and Public Health, at the recommendation of the main central organisations of employers and workers. The chairman is appointed by the Crown. The Board of Labour co-operates in the execution of the Invalidity Act, the Industrial Accidents Insurance Act, 1921, the Agricultural and Horticultural Accidents Insurance Act, 1922. In so far as they are not executed by an industrial association for the occupational accidents insurance in agriculture, the General Old Age Act and the Emergency Act Children's Allowance for the self-employed.

The supervision of the Boards of Labour has been entrusted to the board of the Social Insurance Bank.

d) Social Insurance Board

The supervisory and co-ordinating body in the field of social insurance is the Social Insurance Board, situated at The Hague. This Board is composed of a chairman, a number of members and an equal number of deputy members. This number is to be fixed by the Minister of Social Affairs and Public Health and has for the present been fixed at 30. The chairman is appointed by the Crown for the duration of three years. The Minister appoints 1/3 of the members and deputy members every time for the duration of three years. One third of the members and deputy members is appointed by central employers' organisations which in the opinion of the Minister are to be generally recognized and another third part is to be appointed by central workers' organisations, which are to be generally recognized in the opinion of the Minister.

The Social Insurance Board is in charge of the supervision over the execution of the Organisation Act Social Insurance, the Sickness Insurance Act, the Children's Allowance Act and the Unemployment Act as well as over the bodies executing or administering these Acts. Besides, the Social Insurance Board may, while observing the relative statutory regulations, lay down regulations for these bodies in order to ensure a sound and properly co-ordinated execution of these acts.

The Social Insurance Board is responsible to the Minister of Social Affairs and Public Health.

# NEDERLANDSE VERBRUIKSCOÖPERATIES

*Coöperatieve Vereniging U. A. Centrale der Nederlandse Verbruikcoöperaties*

ROTTERDAM - POSTBUS 6008



## CONSUMER CO-OPERATIVES IN THE NETHERLANDS.

There are in the Netherlands 260 local and regional co-operative retail associations with 390.000 members.

The size of these societies differs considerably; the membership of the largest is about 40.000; while nearly half have a membership of under 300.

The average membership of all societies is 1414.

Together the societies operate 1.100 food stores, 100 specialized shops, 160 bakeries and a number of coal yards. Total turnover in 1956 amounted to 227 million guilders. The main trades of the societies are groceries and bread. Of the total turnover 49 percent comes from groceries and 21 from bread and confectionery. The average turnover per society is approximately 900.000 guilders a year, the average per member being 640 guilders a year. The personnel employed by the societies totals 8.650.

Before 1947 there were in the Netherlands three co-operative unions, one neutral, one Catholic and one Protestant, to which the corresponding local societies were affiliated. In addition, there was a co-operative wholesale society for production and trade, to which nearly all societies, regardless their religious or political outlook, were affiliated.

In 1947 the three unions and the wholesale merged into one new organization in which all kinds of activities, commercial and non-commercial, were to be concentrated. This combined organization is called the "Centrale der Nederlandse Verbruikcoöperaties" (Central Organization of Consumers' Co-operative Societies in the Netherlands).

Of the 260 existing retail societies 251 with 355.000 members are affiliated to this national organization.

"Nederlandse Verbruikcoöperaties" owns and operates two flour mills and a coffee roasting plant in Rotterdam, a cheese warehouse in Gouda, a large food-stuffs factory in Utrecht (cakes and biscuits; vermicelli and macaroni; pudding powders; chocolate and confectionery; fruit preserves and fruit juices; soap and soap powders, etc.), a textiles department in Hengelo, a tobacco and cigar factory in Valkenswaard and a printing office in Amsterdam. Branch warehouses have been set up in Hengelo and Roermond.

A school for the training of committee members and employees of the retail societies has been established near Arnhem.

The head office is at Rotterdam, where, besides the productive and trading departments, are to be found the numerous service departments, which assist the retail societies on such matters as auditing and accounting, publicity and advertising (including window dressing), co-operative education, industrial organization, statistics and legal affairs.

The turnover in 1957 amounted to 127 million guilders, of which 62 percent came from wholesale trade and 38 percent from production. The number of employees was 1.425.



The societies affiliated to the national consumer co-op organization are organized in 14 districts. The main task of the district organizations is to promote and intensify the collaboration among the societies in each district, notably with regard to non-commercial activities such as propaganda, education, training of employees and the like. The district meetings are also used as preparatory meetings for the Congress.

Each district appoints three members to the Advisory Committee of 42. As the name indicates, this committee advises both the Supervisory Board and the Managing Board. It must be consulted on the nomination of directors and also put up candidates for any vacancy on the Supervisory Board.

Of the 20 members of the Supervisory Board - whose task it is to supervise and to control the Managing Board - every year one-fifth has to come up for re-election. There is also an age limit (65 years) for the members and the president to be elected or re-elected.

The Managing Board consists of three specialized full-time directors, nominated by the Advisory Committee and appointed by Congress.

Congress meets once a year. Every society has the right to send as many as 12 delegates, but the vote of each society is fixed according to a certain scale based upon its individual membership and upon its trading figures with the wholesale division of the national organization.



INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS

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## The New Class

By Murray Kempton



Last week, Jimmy Hoffa designated two ambassadors to travel to Europe this summer and instruct and enlighten those backward segments of the working class of the free world still struggling unaware of those advanced techniques which have made the American tramster so awesome a model of social planning.

Hoffa's diplomatic team consists of Harold Gibbons, his co-operative vice president, and Edward T. Chydz, designated simply as personal representative of the International Brotherhood of Teamsters. Chydz is among other things, labor relations advisor to the United Grocers Union, which means that he is at once the representative of an employer and of the president of our largest union. He has much to teach Europe about America.

And this appears to be a mission very close to Hoffa's deep feelings of international solidarity. As an instance of the priority attached to Hoffa's chief judge of charges against Ray Cohen, president of Teamsters Local 107 in Philadelphia, and then announced that since Gibbons had the important business in Brussels, Ray Cohen's day of judgment would have to await his return.

Ray Cohen has been under the displeasure of the Hoffa's committee for four months now because of persuasive evidence that he holds the key to the mystery of the disappearance of \$128,000 from Local 107's treasury. In six years as a local union president, he was blase enough enough to buy two yachts.

The evidence in this case might seem sufficient to the secretary of the International League for the Rights of Man to justify a temporary suspension of Cohen from his present duties. But he will struggle along until Jimmy Hoffa gets back, and the odds are, indefinitely thereafter. Jimmy Hoffa knows the Bill of Rights.

He knows, for one thing, that it was within the union officials and not for truckdrivers.

There comes to mind, as an instance of comparative application, the case of Ernest Bevin, former secretary-treasurer of a Teamsters local in Buffalo, who was permanently expelled on charges of stealing money a few years back.

But Bevin belongs to a craft whose masters are harder than the bull weevil; he migrated to Miami and, within an incredibly brief period, was installed as president of Local 398 of the Teamsters. There a truckdriver named William Bennett raised the question of his past and present. Bennett was immediately fined \$100. The charge: "Bringing the union into disrepute."

ADMINISTRATIVE FILE

337

The distinctions in Teamster common law are quite clear in cases of this sort:

(1) A dues-payer who is expelled is immediately fired from his job until he can clear his name on appeal. A dues-collector who is indicted and restricted keeps his job and all appointments until the Supreme Court has disposed of his appeal and he goes to jail.

(2) The crime of "bringing the union into disrepute" can be committed only by a member and not by an official. A member who talks to the press about a shaming business agent can be accused of bringing the union into disrepute; by reason, the shaming business agent, even after his conviction, cannot.

Consider, as an instance, the individual cases of Philip Previn, a member of Local 251 of the Providence Teamsters, and of John McNamara, secretary-treasurer of Local 808 here in New York. We know of these cases only because they have been brought up, against Hoffa's resistance, by the union's court-appointed auditors.

Previn talked to a Providence reporter one day, and was subsequently expelled for "bringing the union into disrepute." He is now out of work and appealing.

McNamara was convicted last fall and sentenced to 10 years in Sing Sing for peddling labor pears with Johnny Doe. He was released in February pending the outcome of his appeal. He was immediately restored as secretary-treasurer of Local 808 and president of Local 251. Previn has, as far as constitutional rights go, a better case than McNamara; but McNamara has the constitutional right to remain an officer.

And Gibbons goes abroad as a proper representative of this concept, which is the foundation of our own new class, the labor state. In recent weeks a cluster of union leaders—Al Hayes of the Machinists, Joe Curran of the Sailors, Howard Coughlin of the CIO, even Harry Bridges of the Longshoremen have signed agreements of mutual aid with Jimmy Hoffa. These agreements, with a few exceptions, will provide for mutual organizing, with a division of members and dues receipts.

There have been public complaints about this sort of thing; as usual, they miss the point. What is immoral about these agreements is that labor leaders who claim to represent a gospel of service—will, with absolute candor, renounce one man to the rights of membership to the Teamsters for the sake of another man's dues.

The respectable labor movement is simply dividing the cattle, head by head, with Jimmy Hoffa.

And as Harold Gibbons does not go abroad as the ambassador of something which truly affronts the American labor movement, he is simply the representative of its true spirit, carried perhaps to an extreme that is publicly embarrassing, but faithful all the same.